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The Hongkong Telegraph.

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NO. 12, 1929
六拜禮 號五十月二十年英港香 SATURDAY, DECEMBER 14, 1929. 日五拾月一十

LIBELLOUS PRESS MEASURE.

PREVENTING LIBEL & BLACKMAIL.

IRRESPONSIBLE PAPERS IN THE COLONY.

DEPOSIT PROVISION.

Owing to the appearance in the Colony of a number of irresponsible newspapers, with libellous and blackmailing tendencies, the Government has decided to insist on the provision of a cash security of \$3,000, which will be available for payment of fines or damages awarded in actions for libel.

The payment of this deposit is made a condition of registration, and the sum is to bear interest at the rate of four per cent. per annum whilst it is under the control of the Registrar.

When any money has been paid out from this deposit, the Registrar may in his discretion suspend the registration of the newspaper concerned until a deposit has been made with him, in respect of the newspaper concerned, equal to the amount paid out under his direction, and during the period of such suspension the newspaper shall be deemed to be not registered.

Change Explained.

These provisions are to be made by an amendment of the Printers and Publishers Ordinance of 1927, and in explanation of the change, the following Objects and Reasons

MAJESTIC HOTEL SALE CONFIRMED.

Purchase Price Exceeds
Tls. 2,200,000.

On enquiry at the Head Office of the Hongkong and Shanghai Hotels, Ltd., this morning, we were informed that confirmation has been received of the sale of the Majestic Hotel, Shanghai to a Chinese syndicate.

The price realised is over Tls. 2,200,000.

are attached to the amending Bill: Section 13 of the Printers and Publishers Ordinance, 1886, Ordinance No. 4 of 1886, required that the printer or publisher of every newspaper should enter into a bond in the sum of twelve hundred dollars, conditioned for the payment of any fine or penalty imposed on any conviction for libel, and further conditioned for the payment of any damages and costs in any action for libel published in the newspaper. This provision was not reproduced in the Printers and Publishers Ordinance, 1927, because no actual recourse to the provisions of the section had been made for very many years, and it was thought that the section was unnecessary.

Recently, however, a number of irresponsible newspapers with libellous and blackmailing tendencies have appeared, disappearing again upon the sign of any trouble.

Value of Deposit.

Prosecutions and actions for libel are no real remedy in such a case because the newspaper ceases and the promoters disappear when any action is threatened.

It is thought that the requirement of security from every newspaper will check the rise of such undesirable newspapers, while placing no burden on reputable journalism. The present Ordinance therefore requires a security from every newspaper, existing or future. The cash security to be required in three thousand dollars, but the Registrar of Newspapers is given discretion to accept instead of the cash deposit a bond with one or two sureties.

Use of Money.

The deposit, or the money secured by the bond, will be available for the payment of the following:

(a) any fine imposed on the proprietor, printer, publisher or editor of the newspaper, either under the Printers and Publishers Ordinance or in respect of any matter appearing in the newspaper; and
(b) any damages awarded in any action for libel published in the newspaper, and the costs of any such action.

TAKING A HAZARD IN MANCHURIA.

INTERNATIONAL TRAIN ON WAY NORTH.

DIFFICULTIES AHEAD.

Tokyo, Dec. 14.

An international train left Harbin at 3.40 p.m. yesterday for the scene of the recent Sino-Soviet fighting with the object of getting into touch with foreign residents of Hailar and Manchuli, of whom no reliable news has been received since the Russian troops crossed the border.

On board the train were the American Vice-Consul, Mr. T. Leonard Lillieton and fourteen others, including the Japanese, British, French and German Consuls and American and Japanese correspondents.

According to a Rengo Agency message from Harbin, the party is provided with winter clothing and food sufficient for a long journey, because difficulties are expected when once the train passes beyond the Khingan Mountains.

It will be necessary for the train to pass both the Chinese and Soviet military zones.

The Chinese Eastern Railway Administration declines to accept responsibility beyond Chahar, while there is no assurance of a friendly reception from the Soviet military, who control the railway zone between Hailar and Manchuli. *—Reuters.*

RESIDENT'S SUDDEN DEATH.

PASSING OF MR. J. B. MACLACHLAN.

Many residents of the Colony have been shocked to learn of the death of Mr. James Bell MacLachlan, who passed away at his residence, No. 2, Kimberley Villas, Kowloon, this morning, at the age of 50 years. The deceased gentleman was about as usual yesterday, and last evening was enjoying a game of bowls at the Kowloon Bowling Green Club, of which he was a member. His death, therefore, was most unexpected, and the utmost sympathy will be felt for his widow and daughter, Mrs. A. Hyde Lay, both of whom are at present in the Colony.

The late Mr. MacLachlan came out to Hongkong in 1912, joining the staff of Taikeo Dockyard, where he was employed for many years. On leaving the Dock, he was for a time with Messrs. W. S. Bailey and Co., whilst recently he had been engaged as clerk of works in connexion with the erection of several new buildings in the Colony. He was a quiet and unassuming man, of sterling character, and will be greatly missed by all who enjoyed his friendship. A keen lawn bowls player, Mr. MacLachlan took a prominent interest in the game, having played in First Division League games for the Taikeo Recreation Club and the Kowloon Bowling Green Club. As a mark of esteem to his memory, the Closing Day of the latter Club, which was to have been held to-day, has been postponed to a date which will be announced later.

The funeral takes place this afternoon, passing the Monument at 4.30 p.m.

HAICHING PIRACY.

THREE SUSPECTS MAY BE CHARGED TO-DAY.

Three of the passengers and two members of the crew of the pirated s.s. Haiching were discharged from the Government Civil Hospital this morning, where they have been undergoing treatment for injuries received during the piracy.

The *Telegraph* has been informed that three suspected pirates will probably make an appearance in the Central Magistrate's court to-day.

Observatory returns for November show that the average mean temperature was 67.7, the highest being 79.5 and the lowest 56. There were 189.7 hours of sunshine, and 1.87 inches of rain. The average humidity was 64.

CANTON'S VICTORY COMPLETE.

"IRONSIDES" IN FULL RETREAT.

RAILWAY BRIDGE OUTRAGE UNEXPLAINED.

ALL TRAINS STOPPED.

All serious danger to Canton has been removed by the crushing defeat of the Ironsides on Wednesday. Latest information shows the rebel forces to be in full retreat, with the Cantonese troops following them up, if somewhat lackadaisically. Chang Fat-kwei may be able to reorganise his forces sufficiently to launch a fresh attack at some time in the future, but it is generally the opinion that such a venture could not succeed.

No fighting of any importance has taken place in the last two days, though a few stragglers have fallen into the hands of the loyal troops.

R.C.R. Railway Outrage.

Canton, Dec. 13. The railway bridge at the 32nd mile mark from the Tai Sha Tau, Canton, terminus of the Canton Kowloon Railway was blown up in the early hours of this morning, and both the railway line and the telegraph line suffered considerable damage.

It has not been possible to run the trains through to-day and telegraphic communication with Hongkong is also interrupted, except of course by wireless.

The disaster is attributed to bandits, though it is difficult to see the reason for this sabotage.

Isolated Rebel Gang?

In any case there are no rebel troops in that district at present and so the blame cannot be laid on the war operations in the Province, though of course it might have been done by an isolated rebel gang, with the idea of disrupting communications as far as possible.

The Chief Engineer of the Railway (Chinese Section) has gone out to view the scene of the disaster and examine the extent of the damage; as he has not yet returned, it is not possible to learn any details or to predict how long the railway service between Canton and Kowloon will be interrupted.

Brief Skirmish.

Apart from this it is reported that there was another brief engagement in the early hours of yesterday morning and that once again the Cantonese troops scored an easy victory, pushing back the Ironsides all along the line.

Enquiries in official circles to-day reveal that there have been no further engagements of importance, but the Cantonese troops are said to be following up their victory and pursuing the enemy, who is reported to be fleeing in a northerly direction.

Situation Eased.

In Canton the situation is unchanged, though the atmosphere is somewhat less tense, consequent on the defeat of the rebel troops. Business has continued uninterrupted throughout the whole period of the enemy movements, though communications have been difficult in the city owing to the commandeering of all motor traffic.

Martial law is still enforced at night, but the city remains very quiet, and no untoward incidents have been reported.

The Canton Canard.

After the attack on your correspondent by the *Canton Gazette* in their issue of the 10th instant, owing to his having twice affirmed that one of the Cantonese aeroplanes crashed at Samshui about two weeks ago (which the *Canton Gazette* emphatically denied), it is very refreshing to read in to-day's issue of the *Canton Gazette* the following: "None of the Cantonese and National planes met with any damage at the hands of the enemy or accident of any kind, with the exception of one plane which made a forced landing two weeks ago at the aerodrome at Samshui with very slight damage."

What actually happened was that in landing one of the aeroplanes (Continued on Page 16.)

FOULS AND FIGHT FIASCOS.

STRONG ACTION BY NEW YORK COMMISSION.

PORAT'S SUSPENSION.

New York Dec. 13.

The New York State Athletic Commission has decided to suspend Otto von Porat, indefinitely, for his foul on Phil Scott, the British heavyweight champion, on Monday night. The foul was a particularly bad one, according to the evidence of Jack Dempsey, the referee, and the several judges. It occurred in the second round and Scott was carried out of the ring in agony.

The State Commission has also adopted a rule that in future boxers committing fouls on their opponents shall only be paid according to the number of rounds fought before the foul.

The Commission, there is little doubt, was influenced by the two fiascos in Europe on November 17th and December 7th, in the contests between Young Stribling, the American fighter, and Primo Carnera, the Italian giant.

In the first contest in London, Stribling was disqualified for a foul on Carnera. In the second meeting, in Paris, Carnera was disqualified for fouling Stribling, both contests proving utterly unsatisfactory.

It is learned that the followers of boxing in Britain are urging that strong action be taken. *—Reuters.*

FLOODS IN THAMES VALLEY.

BELIEVED TO HAVE REACHED THEIR WORST.

CAUTION IN LONDON.

London, Dec. 13.

It is believed that the floods in the Thames Valley have now reached their worst. No further heavy rain is expected in the immediate future and it is expected the position will begin to improve to-morrow.

This is the view taken by the Thames Conservancy after a study of the levels and the flow to-day. In the upper reaches of the River, down to Maidenhead, there has been a fall of from one to five inches. Between Maidenhead and Teddington there has been a rise of from one to five inches, but this is the normal result of the easing of the situation higher up, and it is believed that little if any further rise will occur.

The Thames at Windsor is still five feet six inches above the highest point reached for over twenty years. Floods are entertained of an even later to-day.

The Eton College Authorities have decided to close term next Tuesday instead of Thursday, owing to the floods, which affect the College ground on three sides.

An official watchful eye is to be kept on the Thames in London this week-end. A very thorough survey of all the embankment walls have been made and all necessary repairs in the way of re-filling cracks and strengthening weak points have been made as a precautionary measure against the spring tides next week. *—British Wireless.*

INTERNATIONAL DRUG TRAFFICKERS.

HEADQUARTERS OF GANG IN BALE RAIDED.

Bale, Dec. 13.

Acting on information secured by the Egyptian Customs, the Bale police to-day raided a laboratory which proved to be the headquarters of an international gang of drug traffickers, with branches in Italy and Germany.

The gang, it has been revealed by the raid, dealt chiefly in heroin and cocaine derivatives.

Three arrests were made, including that of a German chemist. Drugs valued at £40,000 were seized, while much correspondence fell into the hands of the police. *—Reuters.*

NANKING TENSION RELAXED.

SOME TANG SENG-CHI TROOPS REVOLT.

JAPANESE IN CHENGCHOW TAKE REFUGE.

LOTIENCHEN LOOTED.

Events in the danger zones along the Yangtze in the past twenty-four hours have been entirely favourable to the Nanking Government, and tension has almost disappeared. Marshal Chiang Kai-shek has the situation well in hand, though the arrival of a very large number of troops at Nanking yesterday illustrates that the Generalissimo is proceeding cautiously for the time being.

At Ichang, where the first rebellion (after Pukow) occurred, the situation is quiet, according to reliable sources. It is stated that the rebel forces have definitely given up the attack in view of the superior numbers of the Government forces and are trying to join other rebels in other parts of the country.

Another attempt at demonstration was made by Communists in Shanghai yesterday, but the culprits were mainly students and the police of the International Settlement soon put a stop to the affair. A thousand troops of the Third Division have arrived at Shanghai from Nanking.

Trouble in Chengchow.

Nanking, Dec. 13. According to urgent dispatches to Nanking, chaotic conditions prevail at Chengchow, the headquarters of the Tang Seng-chi rebels in Honan Province. The cable states that troubles developed on the 11th instant and that the residents are panic-stricken in view of the threat of looting by the rebel troops.

Japanese residents in Chengchow have taken the precaution of living in a big Japanese hospital until the disturbances are subdued.

Nanking is somewhat puzzled by the reported critical situation in Chengchow.

Apparently a part of the army under Tang Seng-chi, mutinied. Pung-ho was ordered to be shot by General Tang Seng-chi yesterday, on account of pro-Nanking leanings and his failure to comply with an order to proceed down the Kin-han railway.

Move Against Tang.

At a conference of the Nanking Divisional Commanders at Hankow on the 12th instant, it was decided to launch attacks on General Tang Seng-chi at Hsuehchang and Chengchow with the 13th Nanking Division serving as vanguards. The latter body has arrived at Sinyangchow on the Hupeh-Honan border, where they await the arrival of three further brigades of the 11th Division, one regiment of the 6th Division and one contingent of the 9th Division before moving further.

"Bandits" Near Shanghai.

At Lo Tien Chen, which is some 25 miles from Shanghai, some alarm was caused by the sudden appearance this morning of a band of 400 "bandits," who attempted a wholesale looting of the district. Whether this was an attempt of the anti-Nanking rebels to create disturbances is not known, but when news of the trouble reached Shanghai, the Garrison Commander sent troops of the 16th Regiment, which in the afternoon succeeded in subduing all the bandits.

Tang Seng-chi's Regret.

Shanghai, Dec. 13. A message from Hankow, dated December 11th, says that it is officially reported that General Tang Seng-chi has despatched numerous telegrams both to the Wuhan cities and Nanking, deploring his rash revolt and petitioning for Government forgiveness.

It has, however, been decided definitely to suppress Gen. Tang and an expedition is being launched from three directions towards Chengchow, which is Tang's principal base. The attack will be along the Lunghai railway from Honan and northwards along

(Continued on Page 16.)

Bulls and Inners

From the Office Butts.

"I want Hongkong not to be hypercritical, but just to what happened to the Fanling come and be as tolerant and intelligent as ever," states the producer cure his slice? of "The Gelsa." Now who says that we possess an inferiority complex? This silver currency still remains a weighty matter.

According to Professor Shell-shear, some interesting pottery has been discovered in the vicinity of Gin-drinker's Bay. Bols? Before the wedding it's kisses by the bushel; afterward it's pecks.

It is said that a very large number of labour members of Parliament play golf. It is really surprising what a number of jokes are made against the labour party.

It's about time China held a disarmament conference of her own! A stray bat from the belfry:—How does one hear a ginger snap?

We notice an advertisement concerning a "Flat on motor road." In America they call them "Jay Walkers." "Is Hongkong a Dull Place?" asks a contemporary, and proceeds casually to mention that "Ariopagiticus may delight the man of simple tastes." We should hate to have to prescribe for the man of extravagant ideas!

Lots of Chinese Generals believe in law and order—provided they can lay down the law and give the orders. A resident who knocked over a cut-glass bowl in a local store was very annoyed when he was charged the upset price.

We hear of a local Aberdonian who only laughs at other peoples' expense. The hunting season is at hand. Have you noticed how the ladies are going after furs?

"I hear that Ella has eloped with Mr. Brown. Has her mother forgiven them?" "I don't think so—she has gone to live with them."

A British Colonel has lectured at home about the snakes, etc. seen in Kowloon when the Shafores were here. The place must have been a mess!

Shanghai mothers are insisting that all dances should end at 3 a.m. What's a girl to do between then and bed-time? In Hongkong, some men chew cinnamon or cloves—others are single.

This red that you see on Kowloon flappers' lips is fast. "Philm Phan"—Yes, Mary and Doug have a fine record. We understand that in Hollywood if a marriage lasts a month, the couple expect their friends to regard it as a sort of jubilee.

China may have the biggest standing Army, but it seems to spend most of its time moving about. "Reckless Motorists Age," says a newspaper heading. On the other hand, reckless pedestrians don't get a chance to.

One thing about the ukelele, it takes a lot of pluck to play it. The curfew is now in force in Canton. A sort of bye-bye law!

Have you seen the new cigarette lighters? Just the thing for grandma's birthday.

A man was arrested in a hotel the other day for throwing the furniture out of the window. It's pretty hard sometimes to find those collar buttons.

Hint for movie scenario writers: Try a little work in the garden once in a while. It may help to change the plot. The live wire is too seldom stepped on.

Some people try to make their work lighter and others their lighter work. A radio song helped a sick boy, says a newspaper story. Some of those songs would get anybody out of bed.

The Chinese prisoner who lately lay a pup we called the Lieutenant leant against the dock last Tuesday because he stayed behind when day is now doing a stretch in goal, everyone moved.

Overheard at recent manoeuvres: "First War Correspondent:—They call me the Colonel, because I can put everything in a nutshell."

Rival Ditto:—"Reminds me of the Lieutenant because he stayed behind when day is now doing a stretch in goal, everyone moved."

A number of local residents believe they would like Samoa. What's in a name? A Prince Borromeo is said to be about to marry an American banker's daughter.

A great thought for the gift season—give a pair of Bally shoes! Suggestion for a Queen's Theatre title—"Slupin to Conquer."

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GOD AND PAIN.

CAN SUFFERING PURIFY
MANKIND.

A scholarly address on the problem of pain as the chief difficulty to belief in God was delivered by Canon S. F. Streeter to a large audience at the Cathedral Hall yesterday afternoon, during which he showed how the problem had been discussed by the prophets of the Old and New Testament, and described the various ideas expressed by them.

The Right Rev. the Bishop of Victoria presided, and in introducing Canon Streeter said that they had been privileged to have with them during the last three years, three eminent Christian leaders, and he was sure that visits such as these tended to keep them in touch with the large Christian movements outside and were a real stimulant to them. They were very fortunate to have Canon Streeter with them, for he had given the religious problems which beset them at the present time a life study. He only wished he could stay longer with them and afford them the opportunity of having a talk with him on all the problems which existed in the minds of many people.

In opening his address, Canon Streeter emphasised the fact that it was a greater difficulty to form a belief in a Divine Providence with the misery and evil of this world, when one believed that there was only one God, and He, good. He always thought himself, that from a strictly intellectual point of view, the problem of evil was less depressive than that of good. It was more easy to explain evil in the world, than to explain good, on the hypothesis of a good God. Evil was positive and good negative. Yet he considered that it was more important to explain life than death, and it was more important to explain the good things in this world, than the evil.

Biblical References.

He did not propose to put forward any new solution of his own, but to draw their attention to the long debate on the subject which runs through the Bible.

Evil existed whatever one liked to think, but people only puzzled as to why it existed when they thought of one power, and that a power that makes for righteousness. If one believed in a large number of gods, some good, some bad and some indifferent, there was no reason to think that things were going to work out properly, and if one thought of no God at all, there was no reason to expect things to work out either rightly or wrongly. It was only when one had the idea of one God, and He a good God, that evil became a puzzle.

The speaker went on to show how the early Israelites believed that pain and suffering was the punishment borne for the sins of the fathers and the rulers. It was perfectly true that in this world the sins of the parents were visited on the children, and the sins and mistakes of the rulers were visited on the people. The prophet Ezekiel, however, had the idea that the virtuous were rewarded and the unjust were punished. He brought the moral responsibility down to the individual, and said that man was responsible for his own action. Yet Ezekiel's theory that the virtuous deserved prosperity and the wicked deserved misfortune, did not correspond with the facts of life.

Job's Comfort.

Job, however took another view. Job dealt with it as a problem play. He presented Satan, not just as an opponent of the will of God, but rather as a detective-in-chief. Job was tempted by Satan and his wife, and his three friends, who were called his "comforters" tried to persuade him that he was suffering as a punishment for some sin he had committed, and that if he confessed that sin, whatever it might be, God would restore him to health. The Lord intervened there, however, and upheld Job,

against his friends, and said that Job was not suffering because he had done a wicked thing, and that closed an attempt to explain misfortune in terms of penalty.

After showing how the discussion was carried on in the New Testament, Canon Streeter pointed out that Christ distinctly said that the blind man, referred to by his disciples, was not blind either because of his parents or his own sins, and Christ did not hold that, in this life, good fortune follows virtue and misfortune follows vice.

Dealing with the pain of the Cross, Canon Streeter asked what was the meaning of the Cross of Christ, and he thought it was reflected on the three main lines, that God was not an onlooker of the pain and suffering in the world, but entered into it; that the suggestion hinted by Isaiah, when worked out, applied particularly in the case of Christ; and thirdly came the idea expressed in Proverbs that suffering, faced in the right spirit, may be fruitful to man.

Canon Streeter said that there was rather a lot of cant spoken about suffering, elevating men, for men were animals, and unless suffering was faced in the right spirit, it merely reacted on the lower animal instincts and caused depravity, depression and desolation. But there was something more about man. He was a super-animal, and it was when suffering reacted on these super-animal instincts, that it purified the soul. Suffering had to be accepted in the right spirit, and only then could it elevate a man.

SCIENCE AND RELIGION.

Canon Streeter Lectures at the University.

Speaking on the subject of "The conflict between Religion and Science" at St. John's Hall, last night, to an audience comprised of students of the University and members of the public, Canon Streeter likened the controversy to the quarrelling of the youngest offspring of a family with the older members.

The spirit of science, he said, was the spirit of enquiry, and while there was a great demand which could be sympathised with amongst the younger generation of China for the practical benefits of science as a means of combatting the poverty which was such a distressing thing out here, it was the spirit of enquiry in science which should be cultivated.

After dwelling on the efforts of the earlier scientists to break away from the trammels of religion, and on the reaction against orthodoxy as manifested by the period of the Reformation, Canon Streeter said the difference between science and philosophy was that whereas investigation of the former must necessarily be limited to one field of action, and was analytical in its study, philosophy took a bird's eye view of the whole universe and was synthetic in its nature. Science reached us through the contact of the five senses, but philosophy was a thing that had to be acquired apart.

Research into Truth.

That brought the lecturer to the subject of the difference between science and religion, and he explained that while the spirit of science was the spirit of enquiry and of looking forward to the discovery of new things religion was a research into the truth of the past. The point of conflict came where science took exception to much of what was contained in the Book of Genesis regarding the origin of mankind. The issue then brought out was whether materialism, which believed that the universe was nothing more than just matter instilled with energy, should be accepted, or whether there was a conscious power behind it all.

Canon Streeter proceeded to examine the results of the

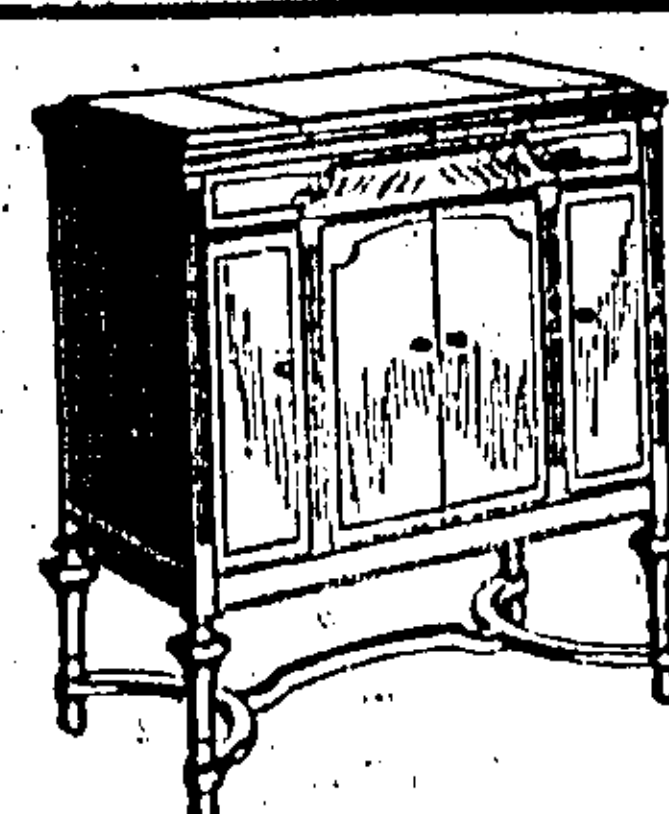
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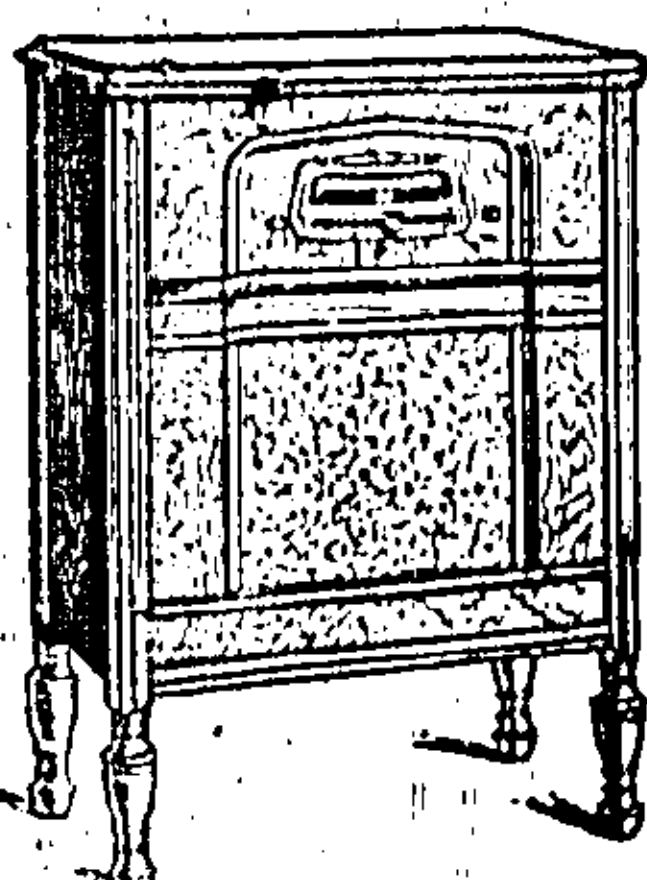
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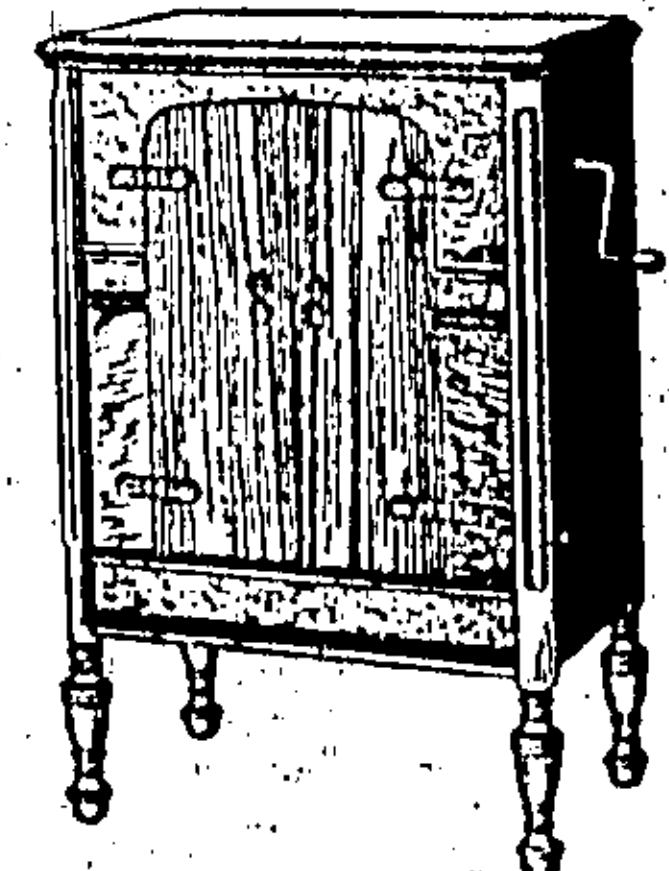
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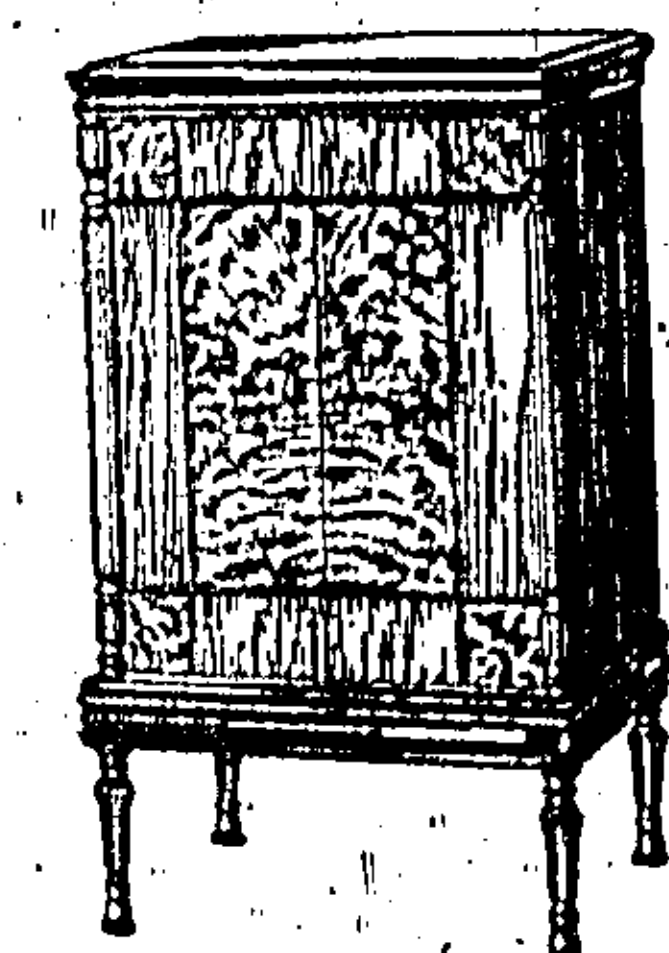
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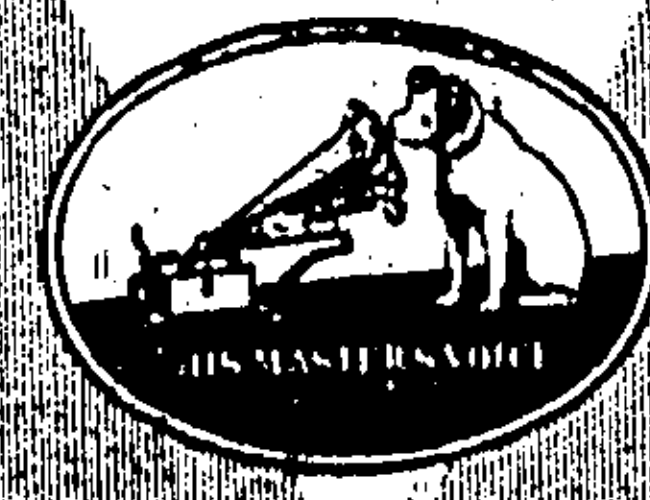
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CHATER ROAD. ... HONGKONG.

Babylonian scientific discoveries as proving the scientists' contentions as to the Book of Genesis. The position, he said, was reversed, and the leaders of religion were in the main right when they came to examine the question of materialism.

Within recent times, he concluded, there has been gradual harmonization of what had hitherto been opposing ideas. This was just as it should be if they were to save civilization from self-destruction and to preserve for us those vast benefits

which had accrued from science since the late war. A hearty vote of thanks was extended to Canon Streeter at the conclusion of his highly interesting lecture. He is leaving for Canton this morning on a short visit.

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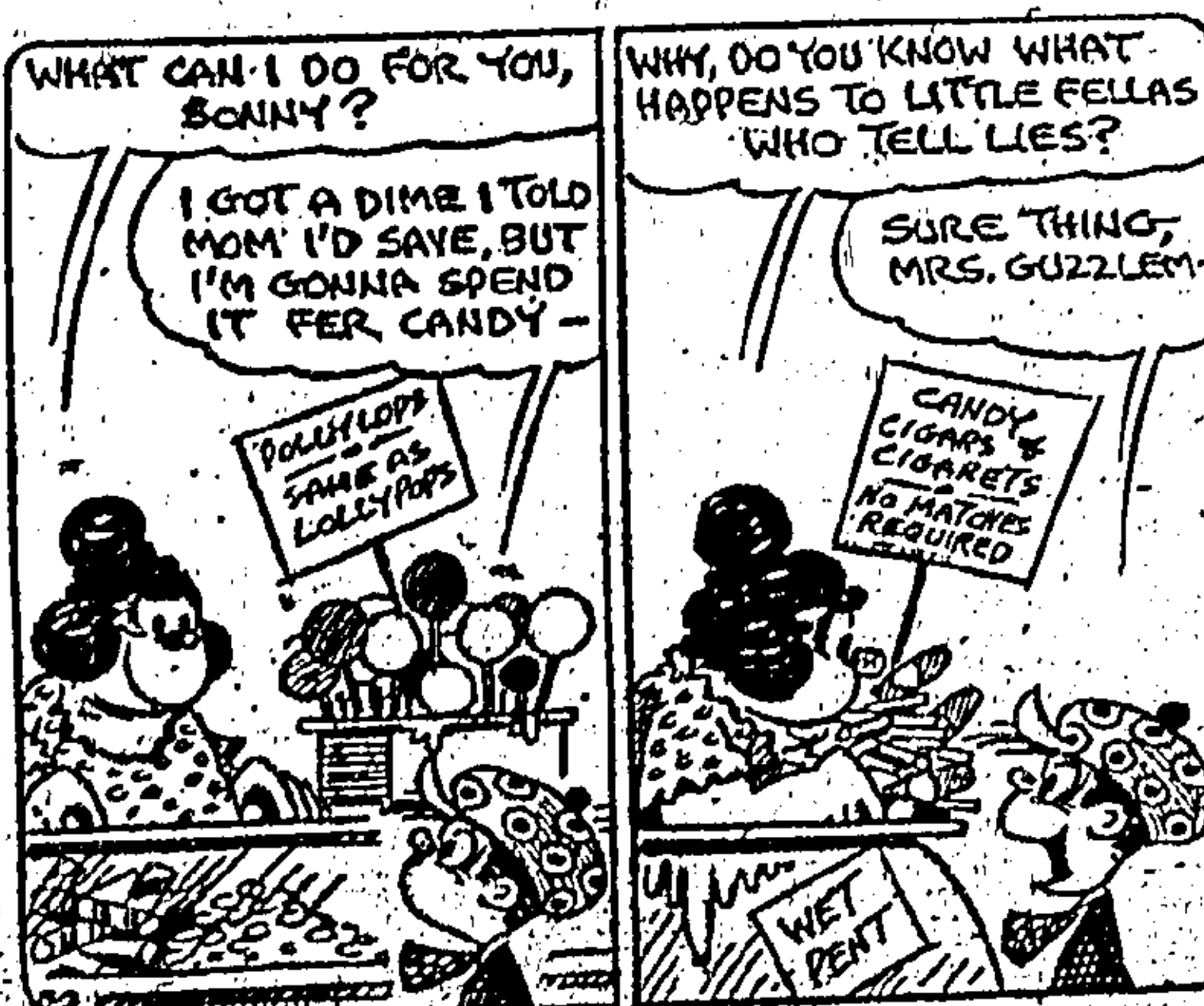
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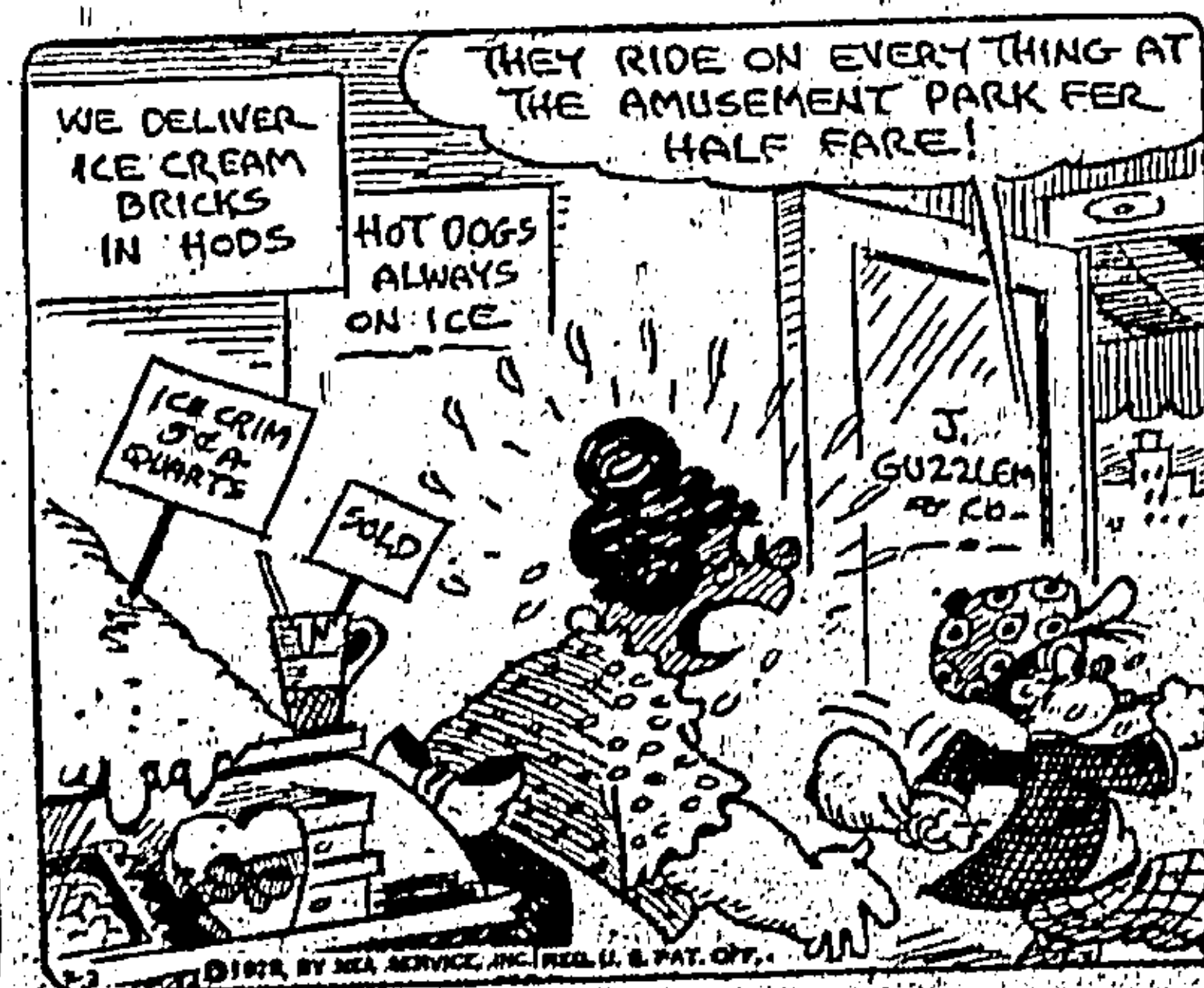
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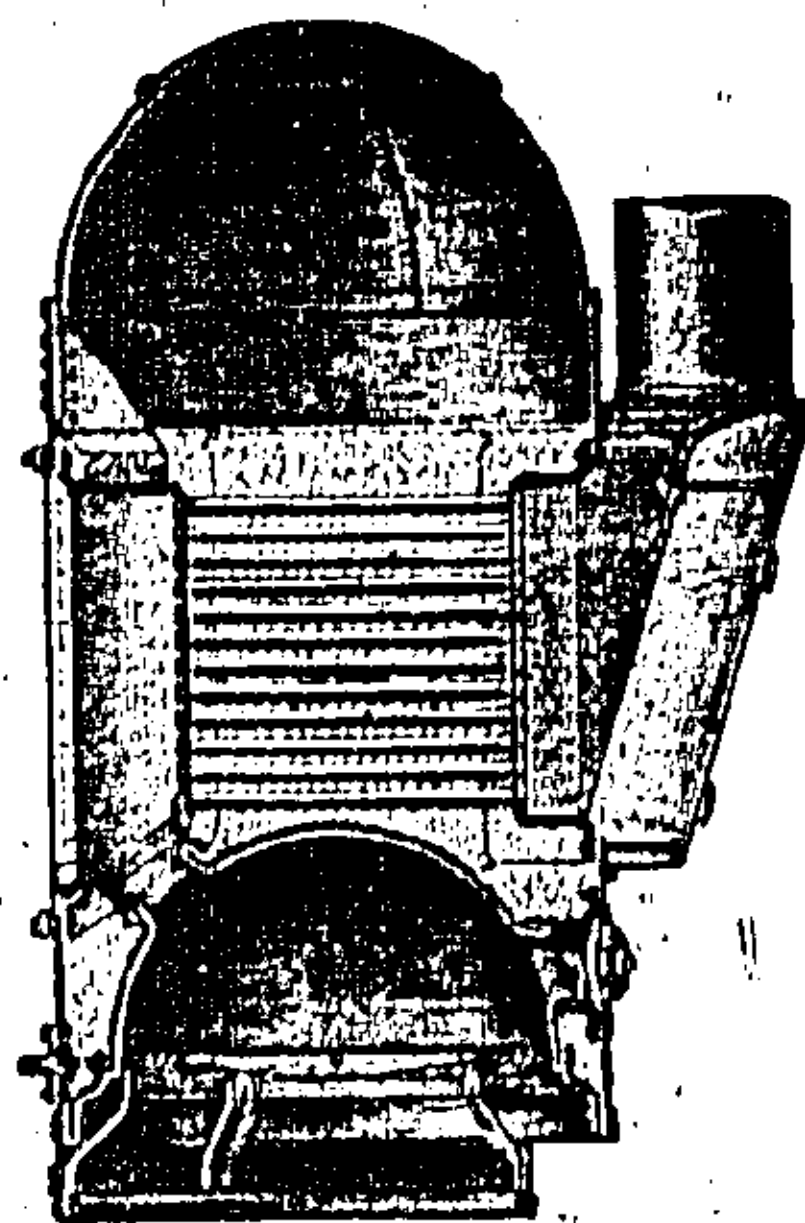
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FATAL ACCIDENT.

MAN KNOCKED DOWN BY MOTOR CAR

Sustaining a severe fracture of the skull and lacerations of the brain, as the result of being knocked down by a private motor car in Lockhart Street on December 4, Tsui To, aged 33, a foreman of the P.W.D., living at 44, Pokfulam Road, died after admittance to the G. C. H.

Major Willson conducted an enquiry at the Central Magistracy yesterday, assisted by a jury of three.

Dr. C. E. Thomas gave evidence as to the cause of death, which he said was due to shock following a fracture of the skull and lacerations of the brain.

Driver's Evidence.

Leung Chi Kuen, licensed driver 6212 of private motor car number 572, living at 26, Keswick Road, said that about 2.40 p.m. on December 4, he was driving his car along Lockhart Road from east to west. When about to pass the Kwong Sang Hong factory he noticed a man starting to cross the road about 30 feet away from him. The man had a packet of cigarettes in his hand, which he appeared to be on the point of opening, and did not seem to hear defendant sound his horn. Witness sounded it a second time, but the man continued to wander aimlessly across the road. After sounding his horn a third time, witness averted his car to the right in an attempt to avoid the man. The deceased, however, looked up, started to turn back, and then turned again and began to go in his original direction, being struck by the car. The accident was unavoidable. Witness at once pulled up and saw the man lying on the ground unconscious. He lifted him into the car and took him to the police station and thence to the G. C. H.

Slowed Car Down.

By the jury:—The man was on the right hand side of the road when witness first saw him. He began to run back at first, and then turned and walked into the car. Witness was travelling at about 20 m.p.h., not more than 22 m.p.h. He had four passengers in the car.

The Coroner:—If you sounded your horn three times and saw that deceased did not hear you, why did you not stop?—My car was far enough away from him. I slowed down.

The Coroner:—How far away when you first saw him? About 30 feet.

Inspector C. F. Alexander suggested that if he was only 30 feet away he could not sound his horn, going at 20 m.p.h., and give fair warning.

The Coroner commented that 20 m.p.h. was quite a fair pace.

Major Willson asked witness if he did not think it would have been wiser if he had stopped. Witness replied that it did not occur to him at the time.

The Coroner:—What do you think now?—Do you think it would

JAPANESE MINISTER.

AWKWARD HITCH AS RE- GARDS APPOINTMENT.

Tokyo, Dec. 13.
An awkward situation has arisen in connexion with the appointment of Mr. Obata as Minister to China.

Although officials here were led to believe that Nanking gave its agreement to the appointment on Wednesday last, it transpires that the agreement has been delayed, Nanking pleading Marshal Chiang Kai-shek's pre-occupation with other matters.—Reuter.

There has been a good thing to have done?—Yes, I think so.

Struck by Bumper.

One of the passengers also described the accident and corroborated the evidence of the previous witness. He said that the car was travelling about 20 miles per hour, and that the deceased walked out into the road. He took no notice of the first signal from the driver, and when he did see the car, started to go back. He then turned again and walked into the car, which had averted to the right to avoid the man.

The Coroner:—Which part of the car struck the deceased?—The bumper, which threw the man against the right side of the car, where he struck his head.

Mr. Robert Edward Scott, land-bailiff of the P.W.D., said he witnessed the accident. The car appeared to be going at a reasonable speed and at the time of the collision was on the crown of the road.

Choi Hing, foreman of the P.W.D., and father of the deceased, gave evidence of identification and said that his son was normal as regards sight and hearing.

Traffic Sergeant Baker, spoke to Leung Chi Kuen driving up to the No. 2 Police Station with an injured Chinese male in his car. The man was taken to the G.C.H. Witness later went down to the scene of the accident, but could find no trace of skid marks or blood. He also examined the brakes of the car, which he found to be perfectly in order. The right front headlamp was slightly damaged and the bonnet over the engine was dented. He produced Leung's driving record which was quite clean, the man having been driving for 15 months.

Driver not Blamed.

In directing the jury, the Coroner said that the driver of the car appeared to be rather confused as to what actually did happen, and he thought he might have done a little more to avoid the accident. The most obvious thing for him to have done was to stop his car, as he could see that the deceased was confused. They would have to return a verdict of death from "accidental" causes, but he would ask them to consider: adding a rider as to whether they considered the driver of the car was to blame or not. There was no question of negligent driving, but whether the driver did all he could to avoid the accident.

The jury returned a verdict of death from accidental causes and added a rider that they did not attach any blame to the driver of the car.

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PASSENGER'S LOSS.

SILKS VALUED AT \$7,000
STOLEN.

The loss of women's silk garments to the total value of \$7,000 was reported to the Police yesterday morning, Mr. H. Koga, a passenger on board the Empress of Asia being the unfortunate victim.

According to the report, Mr. Koga, who arrived on the Asia from Shanghai on Thursday morning, went to see some friends in Wanchai as soon as the ship arrived in port. In his cabin he left four large leather attache cases in which were Japanese women's silk garments to the total value of \$7,000. On his return to the ship later, he found the cases missing.

In the report to the Police it was stated that a Chinese shared the cabin with Mr. Koga from Shanghai, and it was thought that the cases may have been taken by mistake. As a result of the loss, Mr. Koga was, it is said, grief-stricken, and remained in the Colony instead of continuing the journey to Manila when the Empress of Asia left in the evening.

CEYLON REFORMS.

LEGISLATIVE COUNCIL
ADOPTS SCHEME.

Colombo, Dec. 13.
The Legislative Council by 19 to 17 votes has accepted the proposed constitutional reforms.

The vote is surprising, as it was expected the measure would be rejected.

The reforms are those contained in Lord Donoughmore's scheme, issued in 1928, and amended by Lord Passfield. The scheme provides for government by committees, a single State Council of eight members, and universal suffrage at twenty-one.—Reuter.

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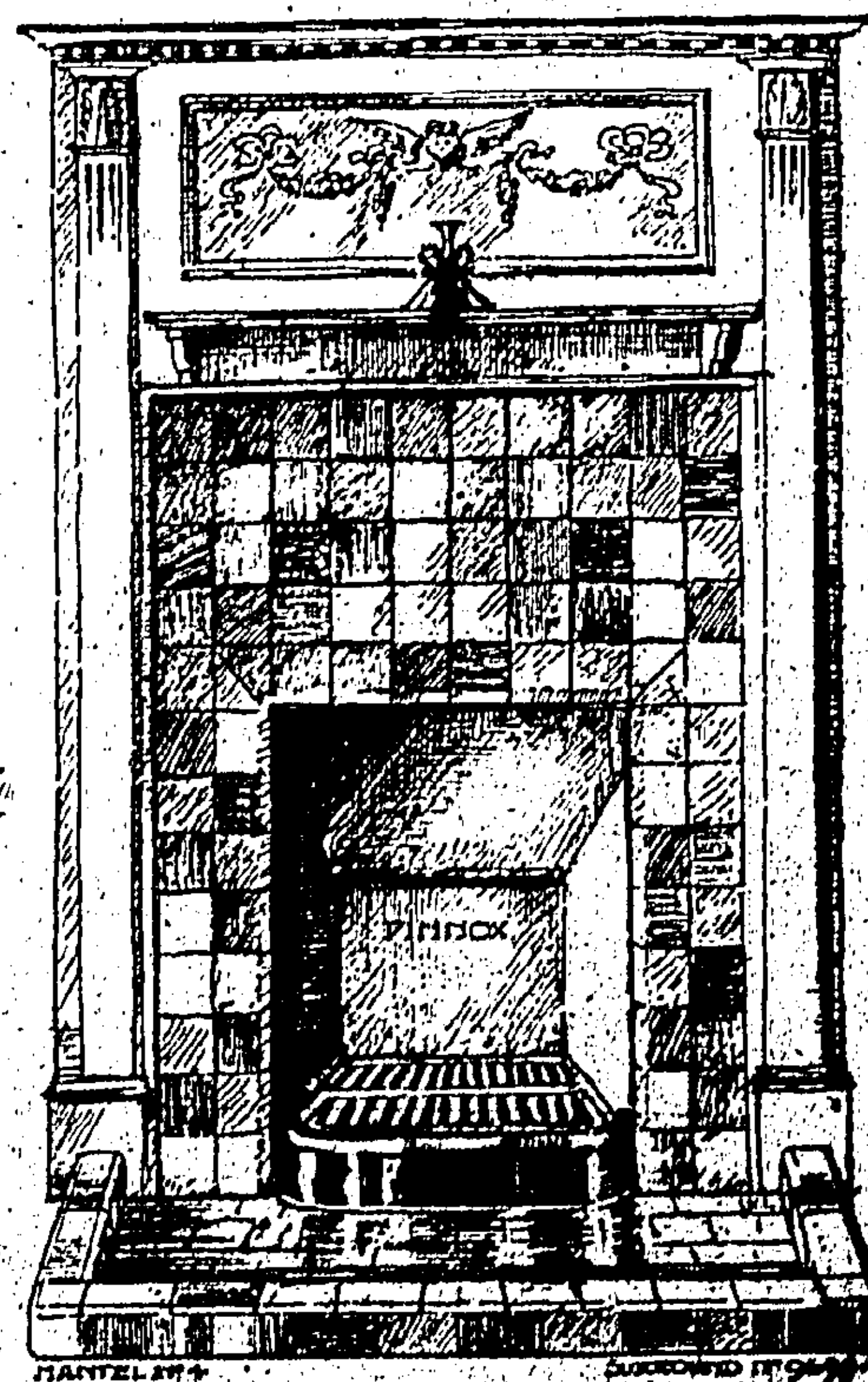


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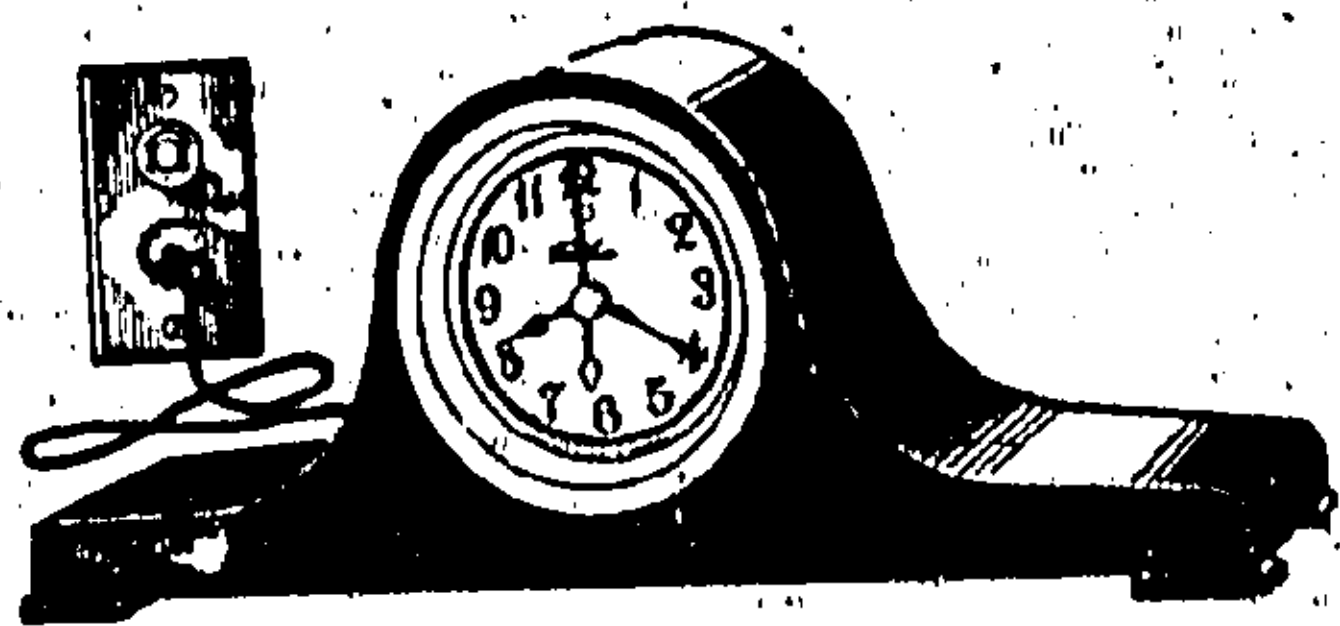
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LIQUOR LAWS FOR AIRCRAFT.

CLOSING TIME AS
ON LAND.

The Royal Commission on Licensing held their first public sitting on November 5th, at the Board of Trade offices.

Lord Amulree (the Chairman) presided.

The terms of reference are: To inquire into the working of the laws relating to the supply and sale of intoxicating liquors, and into the social and economic aspects of the question, and to examine proposals that may be made for amending the law in England and Wales in the public interest.

Mr. O. F. Dowson, Assistant Legal Adviser to the Home Office, in evidence reviewed the licensing laws at present in operation.

Referring to the licences available for the sale of liquor in theatres and on board passenger vessels, Mr. Dowson stated that no mention was made of aircraft.

"Aircraft," he added, "had not yet been placed in the same position as restaurant cars in a train, or a liner. When aircraft fly over this country or over territorial waters they are subject to our licensing laws no matter how they may fly. Any sale of liquor aboard would be unlawful at the present time."

The Chairman—The difficulty would be to catch them. (Laughter.)

Sweets As Intoxicants.

The first Liquor Control Act, Mr. Dowson pointed out, was passed by Henry VII. in 1495. Under Edward VI. in 1552 an Act was passed which really laid the foundation of the present licensing system. Another Act was passed in the reign of James I. to "further control drinking and tipping."

Mr. Dowson mentioned that in an Act of 1696 "sweets" were included in the term "intoxicating liquor." This probably applied to liquor made from fruit and sugar or from fruit and sugar mixed, which underwent a process of fermentation.

Before the Commission adjourned for luncheon a woman at the back of the room asked: "Why is the Scottish Commission allowed to have a woman doctor on it, and not the English Commission? Is that the English idea of fair play?"

The Chairman said that was not a matter they could discuss. In the afternoon the Commission investigated the intricacies of "monopoly values" in licensing law, and adjourned until a later date.

"CRUEL" NOTICE OF SUMMONS.

REGISTRAR AND FIRM OF
COAL MERCHANTS.

The Registrar (Mr. Shilton) passed strong comments at West London County Court on a notice of summons which he described as "cruel and outrageous."

There were several cases in which Messrs. John J. Tims, Limited, coal merchants, of Horn-lane, Acton, sued for debts. A representative of the firm admitted that he was responsible for sending out the notices.

The Registrar—I never saw such a thing. It is villainous, and I intend to read it to the court. In big capitals, it says,

"Final notice before proceedings in the county court."

"To Mr.—, Argyle-place, Hammersmith."

"I hereby give notice that unless the sum of £1 0s. 6d. due from you to J. J. Tims, Limited, of Horn-lane, Acton, be paid or a satisfactory arrangement made for the payment of same within seven days from this date, I shall cause proceedings to be taken against you in the district County Court without any further notice whatever." Dated this 26th day of September 1929.

"Then you go on," he said "and quote a section of an Act which has been repealed for many years how to show Plaintiff's power to summons from any part of the country to the County Court in his district."

"You give as a penalty for not attending the summons a term of imprisonment not exceeding 40 days and print the penalty in big letters. Do you think that a proper thing to do?"

The representative—Mr. Tims instructed me to send them out.

Blue Paper.

The Registrar—You conclude with the phrase, "Penalty for non-payment; and it is further enacted that when the Judge shall have made an order for payment of money and such order be not complied with, the amount shall be recoverable by execution against the goods and chattels of the party, but should there be no effects given, imprisonment for 40 days."

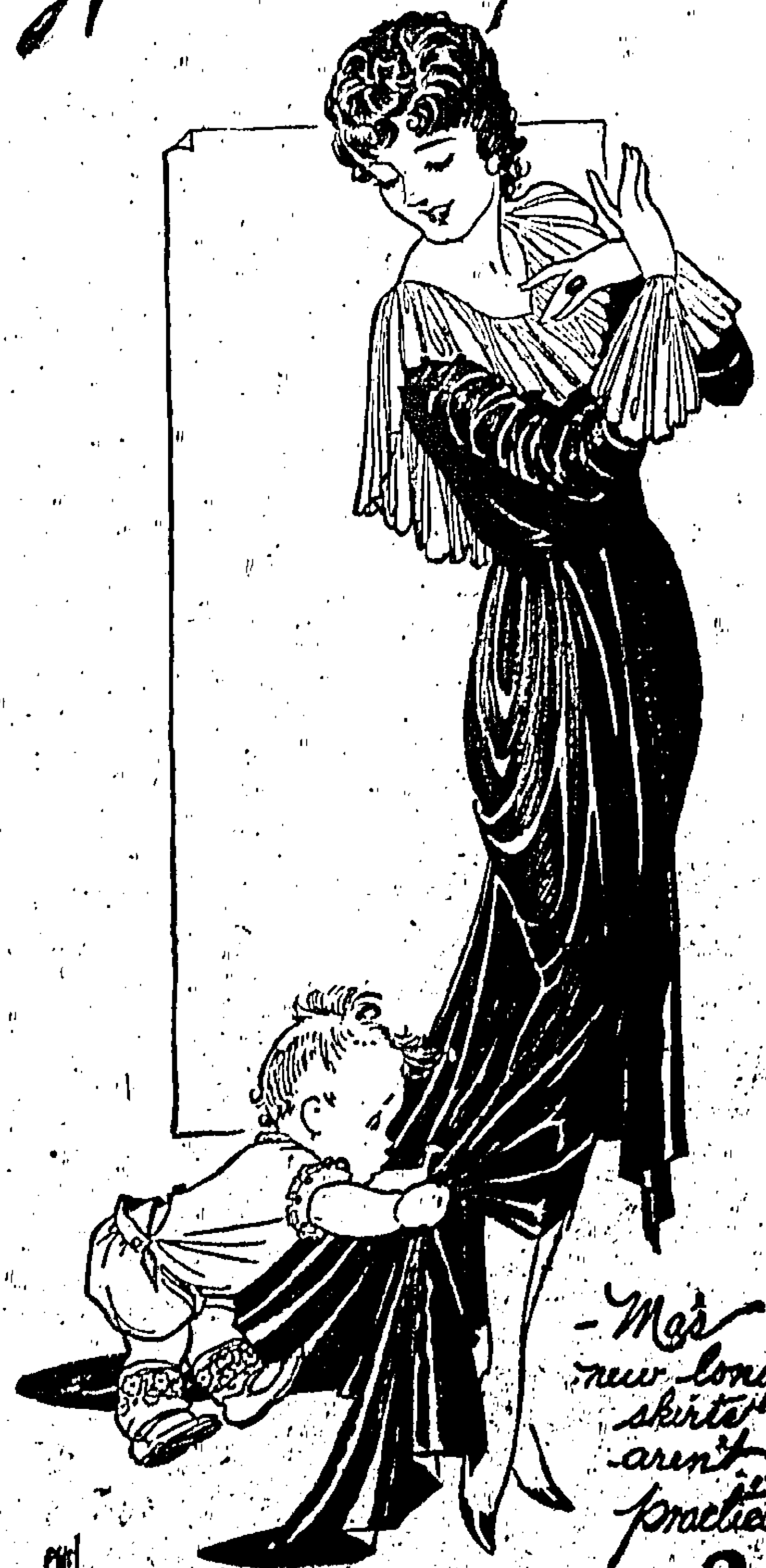
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blue summons paper you print the words "This term of imprisonment not releasing the party from debt."

"Mr. Tims had better consider the matter very carefully," he

added: "I am going to report this to the Lord Chancellor. It is a cruel notice. Do you send them out in all cases of coal debts?"—Yes.

In the next case the Registrar

asked if the debtor had received one of the forms.

"Yes, I burned it," was the reply.

The Registrar—The proper thing to do. They are villainous.

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GUY FAWKES "RAG."

2,000 STUDENTS "STUDY"
EPSTEIN STATUES.

London, Nov. 6.
Yesterday was Guy Fawkes Day, and the anniversary was celebrated in London and many places on a much larger scale than usual.

Students of the City and Guilds College, South Kensington, organised a spectacular "rag" last night which involved the West End in one of the worst traffic hold-ups it has known for years.

Dressed in a motley collection of clothes the students, numbering about 150, set out from opposite the Albert Hall. The procession was headed by the College mascot, Bonner, a 1902 sports car, on which was mounted a guy. It was "accompanied" by a some half-dozen "high priests" in white robes.

The car was followed by a 10-ton lorry crowded with students and numerous other cars, while 40 or 50 students ran alongside cheering.

When Bonner reached Knightsbridge the weight of its years and the burden it was carrying caused it to break down, and thereafter it had to be towed. With a string of omnibuses and taxicabs, numbering several hundreds, trailing behind, the procession reached Piccadilly Circus, where traffic was held up for some time during a further breakdown.

From Piccadilly Circus the procession returned to South Kensington, again followed by a long string of cars and buses.

Park Lane "Urchins."

At one time there was a continuous string of motor-cars, taxicabs and omnibuses stretching from Hyde Park Corner to Piccadilly Circus, a distance of over half a mile. The vehicles were compelled to move forward at little more than a walking pace. The effect of the delay at the height of the theatre rush was considerable.

About 2,000 students gathered near Epstein's statues "Night" and "Day" in Broadway, Westminster. A strong force of police was on duty there and the students were ordered to move on. Before dispersing the students raised three cheers for Lord Byron and the inspector in charge of the police squad.

Park Lane had its own "rag." It was dragged by a score of "urchins" into the ball-room of Grosvenor House.

The "urchins" were girls "disguised" in rags, and their effort was on behalf of the Institute of Medical Psychology, the proposed extension of the work of the Tavistock-square Clinic, in whose aid the hall was arranged by a committee presided over by Viscountess Edgell.

Stock Exchange markets, finding the time hung heavily on their

CIVIL SERVANTS' PENSIONS.

SUPERANNUATION RIGHTS.

A Treasury Minute affecting the superannuation of Civil Servants was challenged by the Superannuation Rights Association in a test action which was brought before Mr. Justice Clauson in the Chancery Division last month.

Four members of the Association—Messrs. John Nixon, John Scott, Benjamin Louis Samuel, and William Clark—were selected plaintiffs, and they asked for a declaration that the Minute of the Lords' Commissioners of his Majesty's Treasury, dated March 20, 1922, was contrary to the superannuation Statutes.

Mr. Dickey, for the plaintiffs, explained that the Treasury Minute provided that when estimating the superannuation of a Civil Servant with 40 years' service he would be entitled to forty-eighths of his basic salary and forty-eighths of his bonus, which was to vary each quarter according to the cost of living. If the cost of living were higher than when the man came out of the Service he was to get the bonus which he was receiving at the time he left, but if the cost of living went down the bonus was to be reduced accordingly. That was what was called the over-riding maximum.

Jurisdiction Questioned.
The Treasury said that they were entitled to judge whether a man was entitled to a pension or not and to determine what the amount of the allowance should be. They also claimed that they could say whether any portion of the salary or emoluments was pensionable or not, and that they could decide that before a man came out of the Service.

Mr. Justice Clauson—You say that you have a right under the Statutes to your pension?

Mr. Dickey agreed and added: The respondents say that we have no right of action at all.

The Attorney-General interposed to say that he did not desire to discuss the amount of the superannuation allowance. Assuming that the Treasury were wrong, all he was concerned with was whether the Court had any jurisdiction to inquire into the matter at all. His broad submission was that it was not a matter into which his Lordship could inquire.

Mr. Dickey was addressing the Court when the hearing was adjourned.

hands, started fireworks during the afternoon. A good many crackers were heard for two or three hours, and at the close of the day great amusement was caused by the "guying" of a popular member, who, according to "report" was finally carried off and "burnt."

DOWNTRODDEN MAN.

LEAGUE TO FIGHT "ULTRA-FEMINISM."

A United Kingdom section of the "World's League for the Rights of Men" has been formed, and letters have been sent to the three party leaders drawing attention to various "injustices" which the League considers men are subject to.

Among the aims of the League, branches of which are established in Vienna, Berlin, and other Continental centres is the reform of the law relating to divorce. It is urged, for instance, that the circumstances of a divorced woman should be taken into consideration when alimony is granted, and that a divorced woman should revert to her own nationality and abandon the name and title of the husband from whom she is divorced.

In matters of education the League asks that boys in State schools over seven years of age shall be taught only by men; teachers; that children should be taught sufficient of the subject of anatomy to safeguard their own health; that instruction on "sex matters and their perplexities" should be given in schools by qualified and competent instructors; and that there should also be instruction in the simple laws of the country.

"We are not an 'anti-feminist' League," the General Organising Secretary, Mr. Geoffrey Kimber, told a Press representative. "We are simply 'anti-ultra-feminist.' We are against the masculine woman who thinks she can take any man's job; no matter what it is, and do it better than he can."

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital forces that sustain the system. No matter what may be the cause, the symptoms are almost invariable, its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weakness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is the cause? It is a condition of the system, which is a result of the new French remedy.

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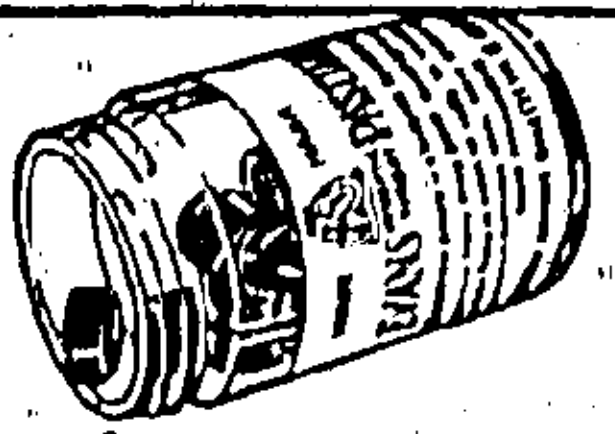
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Jewelled Frocks.

ARE EXTREMELY EXPENSIVE.

Numbers of dress-makers to-day call in the aid of the jeweller, for the fashion that was started a few seasons ago of making sprays of jewelled flowers actually part of an evening gown has developed to such an extent that the effect of a frock may depend upon its jewelled trimming this season.

The result, of course, is that the price mounts to an alarming figure, although the gown is otherwise perfectly simple—too simple, in fact, in its subtlety of cut to be anything else than extremely expensive.

The passion for glitter has even descended to the evening shoes, or rather sandals, since the fragile footwear worn nowadays has no claim to the name of shoe.

Some of the latest creation of the bootier's art are so heavily embroidered with gold and silver thread, or are so studded with sparkling strass, that they might belong to Cinderella.

Concerning Shoes.

Although low-heeled shoes are, more or less, the vogue in France with sports clothes, there is not much indication that the average French girl regards them with a great deal of favour.

She prefers a high and slender heel, which makes her foot look small and her ankles slender; which means, of course, that she does not walk very much.

In fact, almost the first thing which strikes the newly arrived traveller from England is the difference in the shoes worn by the

New Jerseys.

The fabrics seen in the shops to-day offer delightful possibilities to the well-dressed woman.

There are, first of all, the jerseys, soft, becoming, and with just that amount of warmth necessary for winter wear. This material is shown in every tone of colour. It is, however, beige that is never dull, for it is merged with lovely tones of scarlet, crimson, of rose-reds, jade-greens, a variety of blues from navy to the lighter powder-blues, orange, brown, or black.

One of the most effective of the new jerseys is made in beige with an all-over design in luminous spots which look like powdered glass, and there are in reality glass dots put on with a fast, adhesive substance, which precludes the possibility of the design wearing away. It is an amusing idea, and the material makes a smart frock.

English girl and her French sister—it is almost the only difference, so far as clothes are concerned, for the one wears copies of the latest Paris models with almost as much chic as the other.

But the English girl, for the most part, wears a rather long and pointed one-strap shoe, with a half Louis XV. heel, which suits her height, and, while looking sufficiently dainty, enable her to walk with a swing which suggests a leisure much given to athletics.

The French girl, on the other hand, seems to prefer a high-heeled shoe, in which she can only take small steps, although the effect is charming.

A Beauty Hint.

"MAKE-UP" FOR THE DANCE.

New shades of make-up for dances must be chosen with regard to the progress which the bleaching treatments have made in removing tan.

To facilitate the treatments and hasten the process one skin expert advises the use of a muscled oil which she has brought back to England from the Continent. It is rubbed into the face and eyelids before morning tea, and by the time the bath is taken the skin has absorbed it.

Sunburned Skin.

A new vanishing cream is being sold in nine different shades to soften the appearance of the tanned skin and prepare it for powder.

Coral rouge, with powder and lipstick to match, is being used in preference to yellowish tints before the skin is completely bleached. It is, one specialist declares, an excellent shade for women who wear green at night.

With a White Frock.

The woman who wears white for dancing is being made up with special care by this specialist. Vanishing cream, with the lightest touch of liquid rouge, suffices for the cheeks; the bow of the mouth, the lobe of the ear, the nostril, and corner of the eye are emphasised with the same shade.

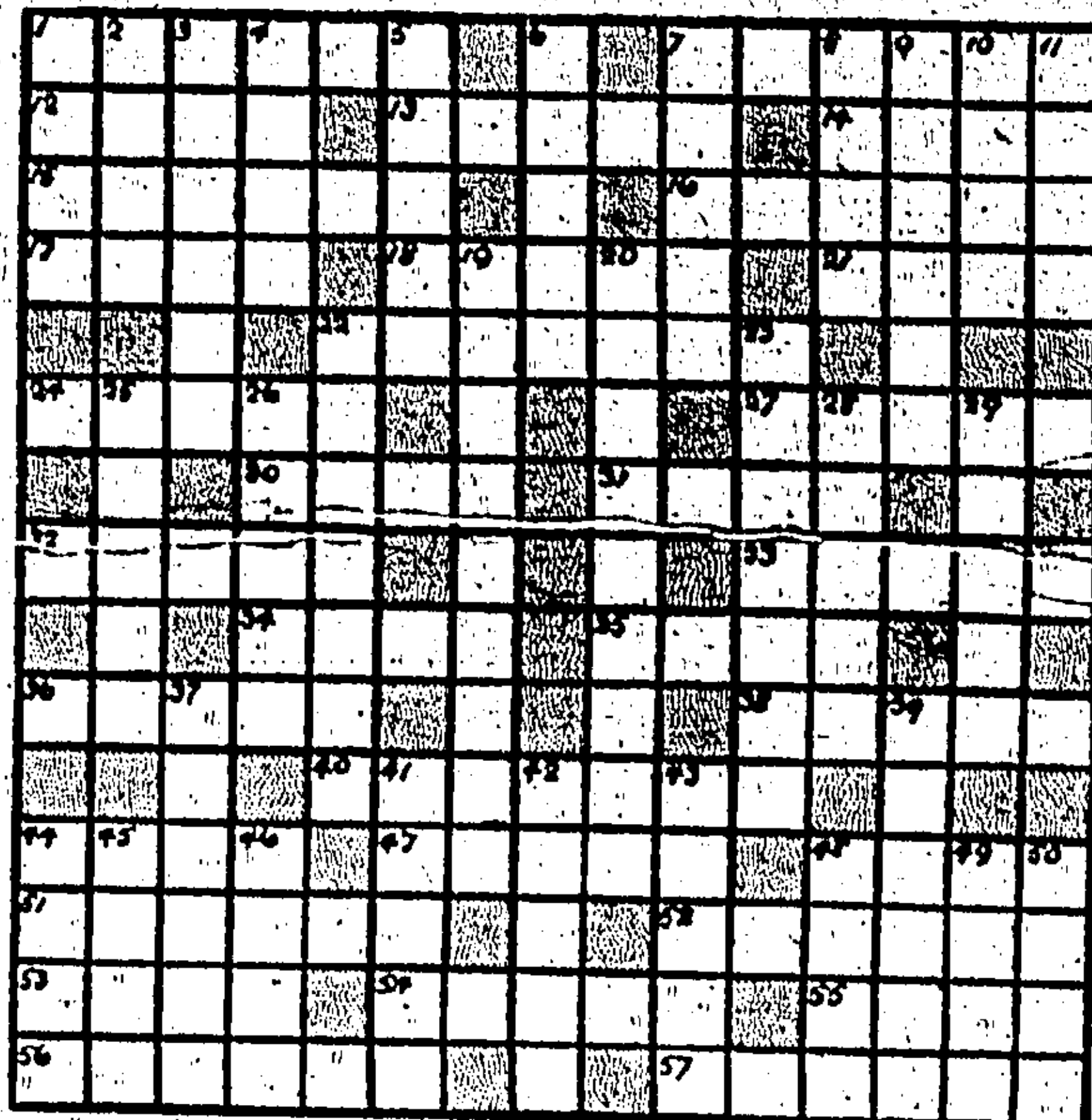
The return of the black beauty spot—this time on the back—is a feature of the make-up at one salon.

A Smart Model.



Fine, loosely-woven tweed, in shades of grey, purple and dark green, is the ideal fabric in which to express a useful suit like the one sketched. Slightly longer as to skirt which has inverted pleats each side, and neatly fitting as to coat which is belted at normal and finished with a smart shoulder, cape, this model is suitable alike for town and country wear.

OUR NEW BRITISH CROSSWORDS.

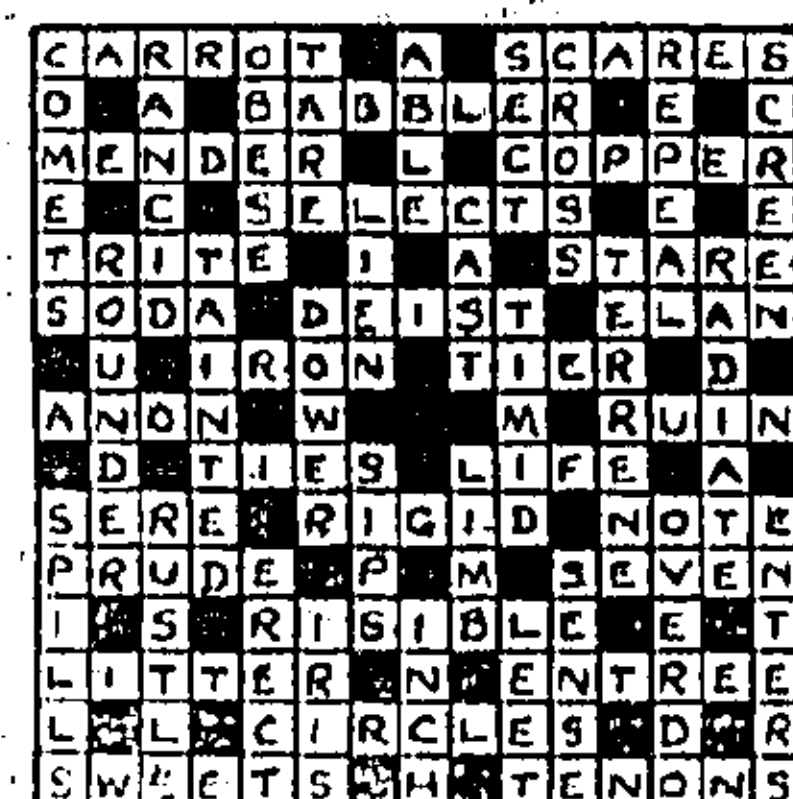


Across.
1 Transverse.
7 Clergyman.
12 Welfare.
13 Mistake.
14 House.
15 Ascended.
16 Runs away with.
17 One.
18 Intention.
21 Travelled.
22 Commotion.
24 Dwell.
27 Hop-kills.
30 Front.
31 Severs.
32 Rob.
33 Poetical for the sun.
34 Immerses.
35 Prevaricated.
36 Kind of poplar.
38 Answer.
40 Seriously.
44 Scorch.
47 Opposed to cathode.
48 Snatch.
51 Utters hoarse noises.
52 Public body.
53 Burden.
54 Escape.
55 Organs of hearing.
56 Tried.
57 Kind of apple.

Down.
1 It was.
2 Man of valour.
3 Lamented.
4 And.
5 Rigid.

6 Horse attendant.
7 Clean and dress.
8 Demonstrate.
9 Drunkards.
10 Foretoken.
11 Ease.
19 Skilled workman.
20 Delicately marked.
22 Affecting.
23 Unsteady.
25 Solemn affirmations.
26 Opening through a wood.
28 Apart.
29 Track.
37 Having many pores.
39 Fine variety of porcelain.
41 Grazed.
42 Pertaining to speech.
44 Gael.
45 Eagle.
46 Orient.
48 Valley.
49 Square measure.
50 Most good.

Yesterday's Solution.



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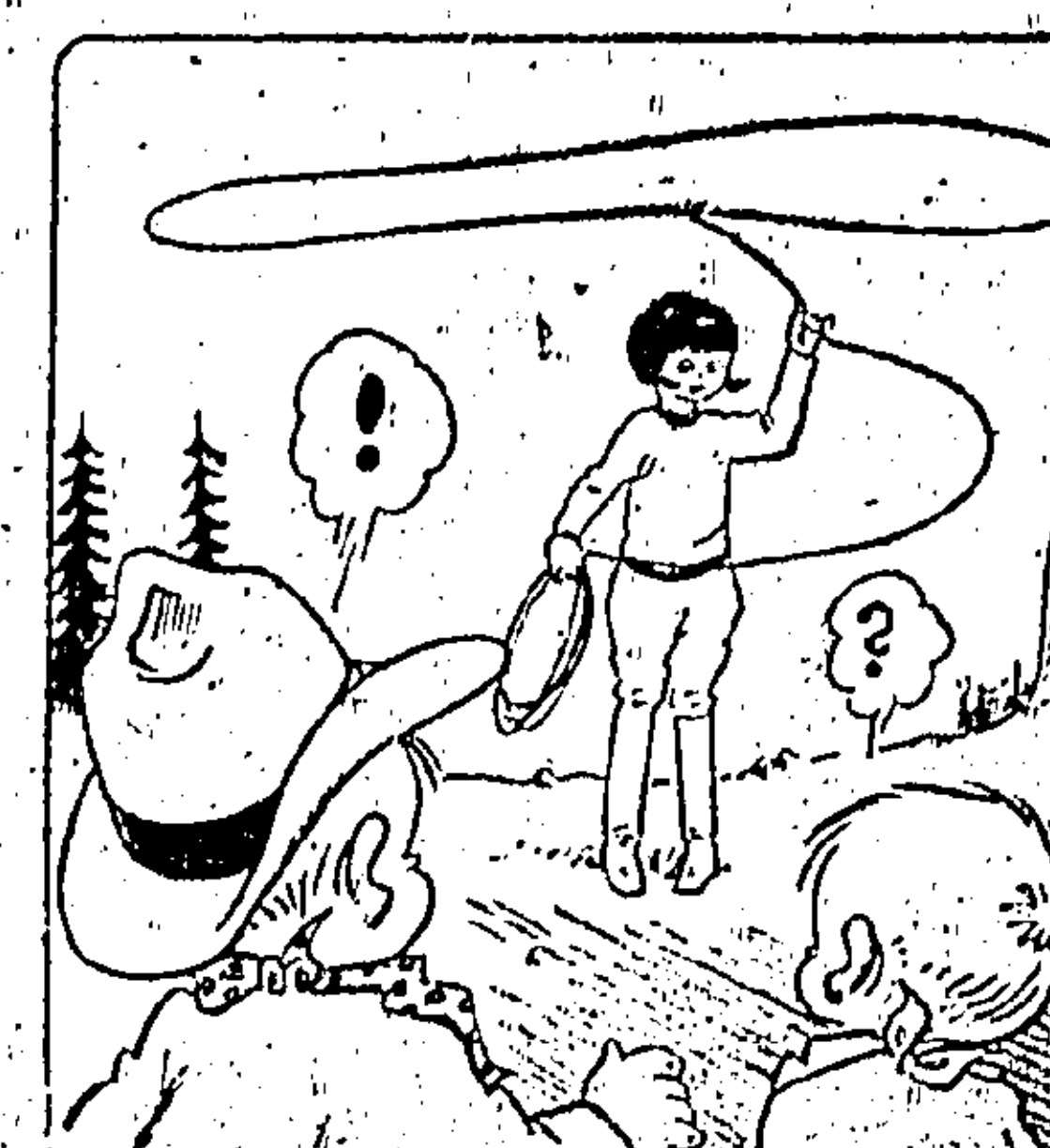
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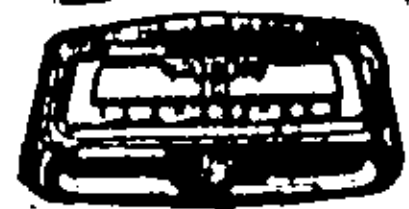
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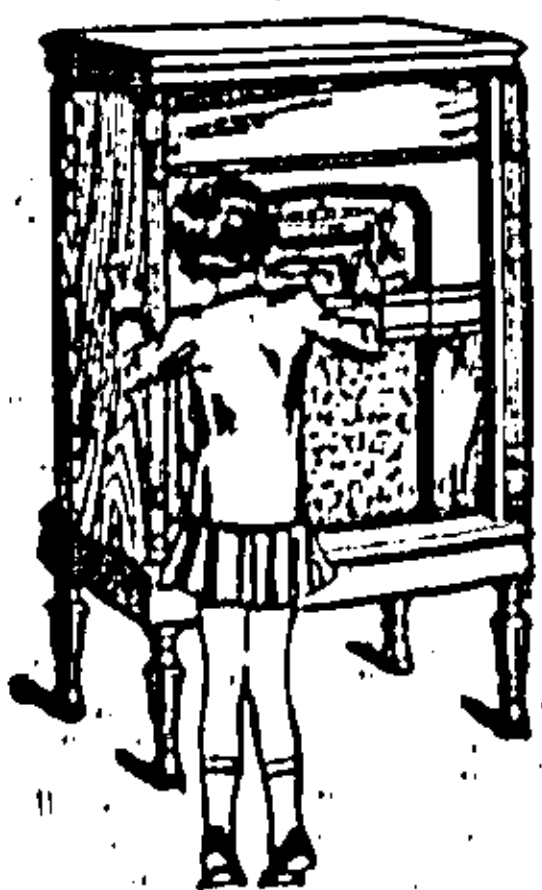


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Hongkong Telegraph.

SATURDAY DEC. 14, 1929.

THE COAL PROBLEM.

A peculiar and somewhat confusing situation has arisen over the Coal Mines Bill. For a time, it looked as if the Government would not succeed in framing proposals acceptable either to the owners or the miners. It has, however, managed to produce a measure which is endorsed by the miners and which in some of its provisions is approved both by the Conservatives and opposed by the Liberals, and on other points is supported by the Liberals and objected to by the Conservatives. But probably the most surprising feature of all is that although the owners have not given the Bill their blessing, it contains certain provisions which the Liberals assert will give statutory rights to vested interests! This, as we remarked yesterday, is the last thing one would expect from a Socialist Administration. Yet the Liberals appear so convinced that this will be the consequence that they are reported to be tabling a motion for the rejection of the Bill.

We presume that the fear of giving statutory rights to vested interests is based on the provisions of Part One of the Bill, which deals with the marketing scheme by endeavouring to regulate the production, supply and sale of coal by means of a central co-ordinating scheme for the various districts, such scheme to be operated by the colliery owners themselves. Opponents of this part of the Bill would no doubt argue that it leaves too much power and discretion in the hands of the owners, and is likely to benefit the industry at the expense of the consumer. Seemingly, the Government itself had some such fears, as special provisions are laid down for the protection of the public interest. It is conceivable, therefore, that by further safeguards and amendments, the Government may be able to satisfy Liberal opinion on this point. There is, however, another aspect of the marketing scheme which appears likely to encounter stiffer Liberal opposition. This is the proposal of a levy on all coal produced, the proceeds of which are to be utilised for financing coal exports. When this idea was first put forward, the Liberal journals severely criticised it. The argument was that if subsidies could be defended, which was not admitted, there could hardly be a worse way of financing the subsidy than a tax on industries in proportion to the coal they use. Moreover, as was pointed out in a message yesterday, another effect would be to subsidise coal supplied to competing manufacturers abroad, while increasing the price to industries at home.

To turn from the Bill itself to the political consequences which may arise from its introduction, there can be little doubt that a defeat for the Government would precipitate a real crisis. We cannot, however, visualise a combination by the Opposition to throw the Government out, however much some of the provisions may be resented. The strength of the Government lies in the fact that the Liberals and the Conservatives oppose the Bill from different angles. Even on a rejection motion, it seems unlikely that the two would combine, so if the Government can succeed in getting the second reading approved, it ought not to be difficult to secure reasonable adjustments during the Committee Stage. In any event, neither the Liberals nor the Conservatives would at present welcome the prospect of another General Election. By the exercise of tact, therefore, the Government may be expected to come through, but there will be a real danger to its continued existence if obstinacy dominates its attitude.

Nanking's Debt to Canton Leaders.

After all the alarms of the past week, the National Government of China survives with undiminished strength, and a speedy return to normalcy is to be expected. There may be a little fighting here and there; Tang Seng-chi will probably offer desperate resistance in south Honan before he recognises that the cause is lost; the Ironsides may come back with a forlorn attempt to retrieve their lost fortunes, but ultimate defeat would appear inevitable. Chiang Kai-shek's position is apparently unshaken. Already the tension has eased at the most important points. It remains only to clear up the mess. The deciding factor, undoubtedly, was the brilliant victory obtained by the defenders of Canton over the Ironsides. Reports from many quarters appear to verify the Canton claims that the Reorganisationist forces, under Chang Fat-wei were decisively defeated after Canton had drawn them into a chosen battle ground. The tremendous casualties reported to have been inflicted on the rebels are possibly exaggerated, but reliable information suggests that the Ironsides could not afford to lose even half the number reported slain. It is to be anticipated, therefore, that the military leaders in Canton will receive warm commendation for their handling of a difficult situation. They bided their time and dealt a devastating blow just at the moment when the fortunes of the Central Government were at their lowest ebb. So great is Canton's influence upon the general scheme of things in the politics of China that the news of victory changed the whole situation in a flash. The crisis was at its height; faced by the most formidable attempt to oust them since they took control of affairs, the Nanking leaders were seriously considering the acceptance of a compromise with the Reorganisationists, of whom Mr. Wang Ching-wei is the acknowledged leader. But with the danger of a separatist government in South China removed, the Central Government took their courage in both hands and resolved upon the expulsion of Mr. Wang Ching-wei from the Kuomintang Party, and prepared for the campaign against General Tang Seng-chi, whose threat alone is regarded as serious. Upon the fate of Canton, it is probable, the future of China entirely depended. Capture by the Ironsides, we have no doubt, would have been followed by further declarations of antagonism to the Nanking regime, and more serious problems for Chiang Kai-shek. His only problems how are to quell rebellion where necessary and set his subordinates to the task of removing the cause of the quarrels. Complete reorganisation of the present system of government offers the sole prospect of complete unification of the country. It brooks no delay. Nanking might not get through quite so fortunately if delay brought further organised protests.

DAY BY DAY.

EVERYTHING HAS ITS PRICE, AND THE PRICE BUYS THAT AND NOT SOMETHING ELSE, AND THOSE WHO MARRY FOR LOVE WILL PROBABLY HAVE MUCH TO SACRIFICE IN THE WAY OF AMBITION.—Lady Ava Campbell.

It is notified that the name of Kong Ah Co., Ltd., has been struck off the Register.

Mrs. E. C. Burton, mother of Mr. R. C. Tredwell (Consul-General in Hongkong for the U.S.A.), arrived on the Empress of Asia.

Mr. Les Levante, world famed illusionist, and Mrs. Levante have arrived from Australia and are staying at the Peninsula Hotel.

His Excellency the Governor has appointed the Hon. Mr. J. Owen Hughes to be a member of the Licensing Board for a period of three years.

It is notified that at the expiration of three months, Yee Cheong Co., Ltd., and the Tai Wah Restaurant, Ltd., will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

All lovers of beautiful pearls will be interested to hear that Mr. Kodaka will be opening his annual exhibition at Komor & Komor on Monday, December 16th. For several years now, Mr. Kodaka has visited Hongkong with wonderful examples of natural and cultured pearls, unmounted, or mounted in various forms of jewellery. This year's collection is said to be the finest ever brought to the Colony.

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) and Lady Clementi gave a dinner party at Government House yesterday to which the officers of the S.S. Hai-ching and Mr. A. H. White, senior partner of the Douglas Company, were invited. The full list of guests is as follows:—Mr. Rev. Bishop of Victoria, Canon Streeter, Mr. J. E. Duxon, Mr. Johnson, Mr. Cheung Yan-puk, Mr. Hughes, Mr. Kewell, Mr. Mello, Captain Farrar, and Mr. A. H. White.

The health bulletin of Eastern Ports for the week ending December 7 shows the following cases of infectious diseases: Plague; Alexandria 2 cases, 1 death, Colombo 2 cases, 1 death, and Macassar 1 case. Cholera; Calcutta 40 deaths, Madras 1 death, Tuticorin 7 cases, 1 death, Bangkok 3 cases, 1 death, Phnom Penh 1 case and Saigon 1 case. Small-pox; Berbera 6 cases, 1 death, Aden 2 cases, Bombay 12 cases, 4 deaths, Calcutta 7 cases, 6 deaths, Cochin 245 cases, 51 deaths, Karachi 1 case, Madras 14 cases, 5 deaths, Moulemein 1 case, 1 death, Pondichery 1 case, 1 death, Batavia 1 case, 1 death, Belawan Deli 1 case and Bangkok 1 case.

EXCHANGE RATES.

	London, Dec. 13.
Paris	123.83
Brussels	34.805
Amsterdam	12.004
Berlin	20.38
Copenhagen	18.185
Vienna	34.66
Helsingfors	194.4
Lisbon	108.25
Bucharest	81.74
Shanghai	2.24
Rio	5.716
Hongkong	1.84
New York	4.88
Geneva	25.11
Milan	93.21
Stockholm	18.095
Lisbon	18.205
Madrid	35.30
Buenos Aires	46.4
Yokohama	2.03/32
Bombay	1.75/29/32
Silver (spot)	22.4
Silver (forward)	22.9/16

—British Wireless.

"RED HAIR."

CLARA BOW ON VALUE OF LAUGHTER.

Laughter is the cure for many ills, Clara Bow, famous film actress, believes. In "Red Hair," her latest starring Paramount Picture, which comes to the Majestic Theatre, Kowloon, to-day for four days, Miss Bow undertakes to make the world laugh.

"Life has taught me one thing, and that is that a laugh is the most valuable thing in the world. By that I do not mean irresponsibility. I mean that anyone who can smile places the other fellow under a pleasing handicap," Miss Bow says.

"I have known a great deal of sadness but that is gone for ever simply because I have learned to overcome it when necessary."

WE SEE WHAT WE SEE.

Some Thoughts on Perception.

The Professor was lecturing his new class for the first time on the weighty subject of Logic. After an opening which displayed much heavy academic artillery, he suddenly said: "We have many organs but none so expressive as the eye; many languages, but none so eloquent as looks. But, gentlemen, our powers of observation are very poor. Tell me has the president of this university whiskers or not?" Every student sat up, intent on the interrogation, but it was plain that it had thrown speechless confusion into their ranks. A gay silence ensued till one young man ventured a reply in the negative. "Are you guessing?" asked the Professor, the while a smile played around his mouth. Then several voices came to the young man's rescue. The Professor laughed audibly and said: "Gentlemen, I have conducted classes here for well-nigh forty years. Very few students in all those years have been able to answer that question, or a similar one, with absolute certainty. Keep your eyes sky-open and radio-active and you will soon be well-educated men. Most of you guess."

The eye is always at work except when we sleep, and may constantly be the vehicle of far more enjoyment than any other organ of sense. In childhood one's chief source of delight is through the eyes; and through all our days our eyes are the guide to most of our pleasurable activities. The pleasure we gain, however, depends largely upon the amount of attention we give to the pictures our eyes are incessantly presenting. Two men walk along the same road: one notices the clear blue depths of the sky, the floating clouds that move across the sky like silver palaces carved with the subtle chisel of the wind, the buds and opening leaves that tip the trees with green fire, the emerald grass, the yellow butter cups, and the lovely stretch of landscape. The other has precisely the same pictures on his retina but he pays no attention to them. One sees, the other does not see: one enjoys an unpeakable pleasure, the other loses that pleasure which is quite as free to him.

Likewise our enjoyment depends upon our critical attention to what we see. Two great thinkers have urged that everything presented to our attention should be regarded as a problem, and we should find our personal solution. Well, if we did not reckon some questions as closed and regard others as settled we should scarcely get on with the business of living at all! Nevertheless it is obvious that the giving of our critical faculty to what is presented to us will open a new realm of striving to us, and a new domain of pleasurable enjoyment. Mr. Average-man picks up a bone indurated in the crumbling limestone, but a Professor Owen can sketch from that bone the plan of a primeval world. What I see is a worm apolling my garden, Darwin saw a silent worker making the soil of continents.

How much of the delight of human life is due to direct perception! But also, how much more depends upon that pure discrimination of eye with vital force behind it that makes a painter, and to us all (so far as we can acquire it) gives entry into mines of wealth unsuspected!

William Wordsworth says of his sister Dorothy that she coached his eyes to beauty. "She gave me eyes, she gave me ears."

Dorothy Wordsworth taught her brother William to see, and she helped him thereby to become a great poet. "Come along!" said the nurse to Felicie de la Menais, "you have looked long enough at those waves, and everybody is going away." But the child pleaded to stay with a most delicious reply: "They watch what I am watching, but they do not see what I see."

The seeing eye depends upon the inquisitive thought. In order that one's thought may be inquisitive it is necessary for it to be alert and intelligent. At bottom everything roots itself in the sense of beauty, no matter what one's view may be regarding the open eye. A good many "seeing" eyes do not direct themselves in the right direction. The other day I read of a benighted business man who strode excitedly into a meeting of his colleagues and said: "This thing called Art, fellows, has it been going long? Our point of view is often at fault and our powers of discrimination rather blunt."

Mr. Einstein has twisted us round a bit! His theory of relativity in its widest sense is old and familiar. It sometimes means only that the hills look as if on fire, but if one moves one's position what was taken to be fire is merely an appearance due to the position in which one stood produced by the light of the sunset. A neighbour seems objectionable, but largely because you do not know him, therefore you cannot appreciate his character.

Move your point of view, look at him with neighbourly eyes, and you may come to believe in him, to like him. This is relativity in one sense. In another sense relativity imports that direct knowledge is not of things as they are in themselves; but only as they appear in relation to our thought. The depths here are tempting, but I shall not dive! Rather let me use a good illustration once given by Dr. Garrett. He tells of four different persons and their reactions to the same circumstances. Unimaginative Peter Bell—

A primrose by a river's brim
A yellow primrose was to him,
And it was nothing more.

Along comes a teacher who deals in secondhand phrases and words—

A primrose by a river's brim
A daisy-tyledon was to him,
And it was nothing more.

Then came a third whose powers of observation and sense of perspective were wanting—

A primrose by a river's brim
A rhododendron was to him,
And it was nothing more.

Fourthly came the man who did not see the true meaning of things because of overabsorption in other things—

A primrose by a river's brim
A party emblem was to him,
And it was nothing more.

It is the "nothing more" that puts stinging into these four points of view. We see what we see—and nothing more!

I have said that it all reduces down to the sense of beauty. But the beauty one sees is mainly in him who sees it. The artist adds something to the fact—he puts an idea into it. He puts perception into it. He gives us his intuition of certain distinctive essential qualities. He is not further from the ideal, but he has attempted to impress upon the materials he uses the clearer impress of a form, or idea, and in so doing he gives us a bit of the world. It is the "World Beautiful."

The glorious days of Autumn are here. Nature is everywhere busy with her paint pot touching in here and there her most vivid colours, transforming the green world into a great leopard-coloured tapestry. Nowhere shall we find a more magnificent display of varied colours than New England woods have to offer in early October, interspersed as they so often are with the stanch emerald of the pines and evergreens. The primeval fire in the maples is flaming out in barbaric splendour and gorgeousness. All the glow and

(Continued on Page 9.)

WHO WAS... ST. DAVID?

Shortly before the birth of his son David, Xantus, Prince of Cereleth, the present Cardiganshire, had a most wonderful dream. An angel announced to him that the son would be a great saint. In confirmation thereof, said the angel, Xantus would see, upon waking, a honeycomb, a fish, and a stag. The honeycomb signified that the boy would have the gift of sweet, persuasive speech; the fish, that he would live the life of an ascetic; the stag, that he would be strong to overthrow the powers of evil. As the angel had prophesied, so did it happen.

Xantus saw the honeycomb, the fish, and the stag. He believed that the child was destined, as the angel said, to be a great saint and sent him to be educated at the abbey school at Menavia.

For many years after leaving the monastery David lived a life of meditation on the Isle of Wight, seeing, no one, and living on bread, water and leeks. He emerged at last from his seclusion and travelled over the country preaching and teaching. When the Archbishopric of Caerleon fell vacant, he was preferred to that see, and removed it to Menavia, where he died, full of years and good works, in the year 534.

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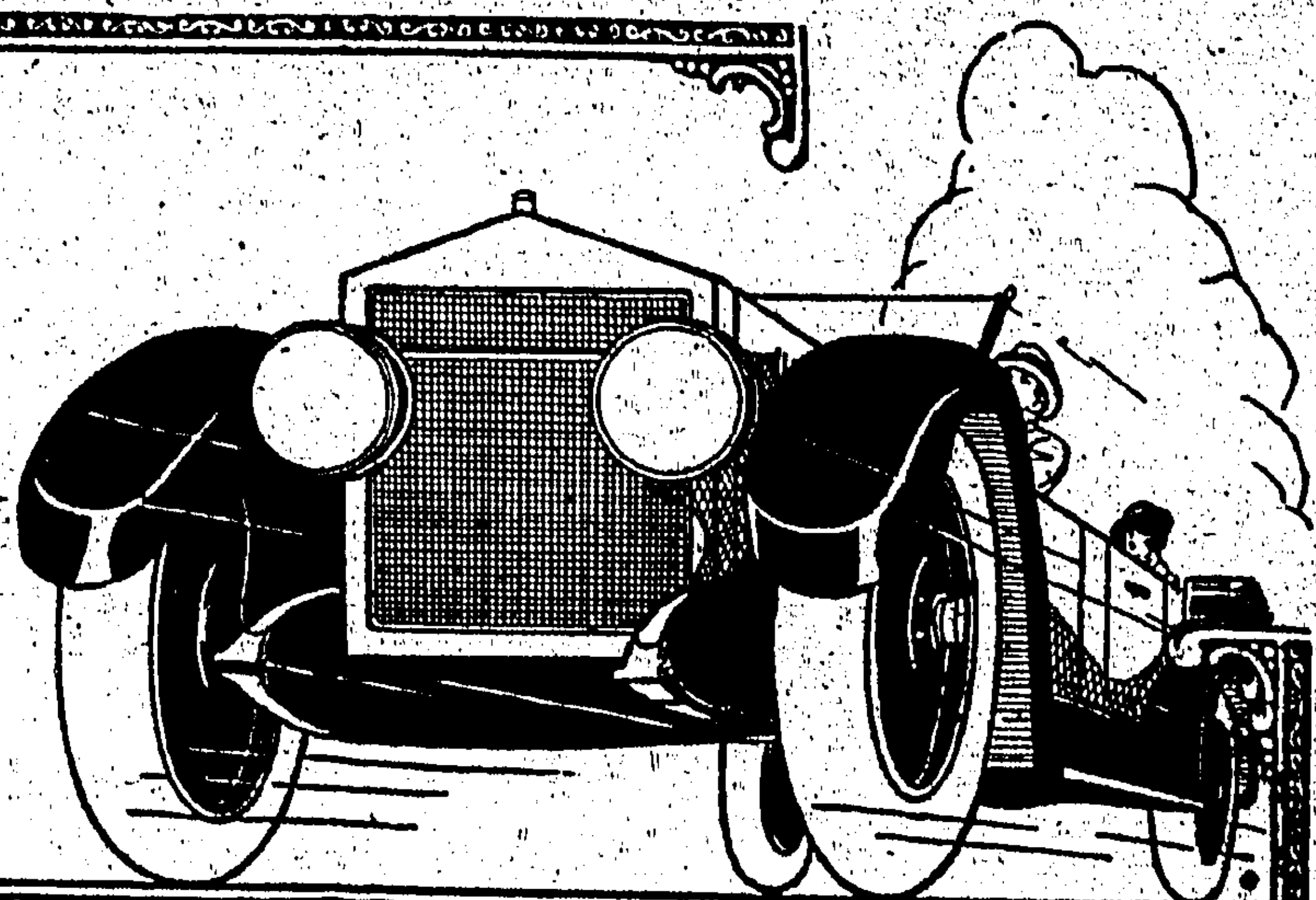
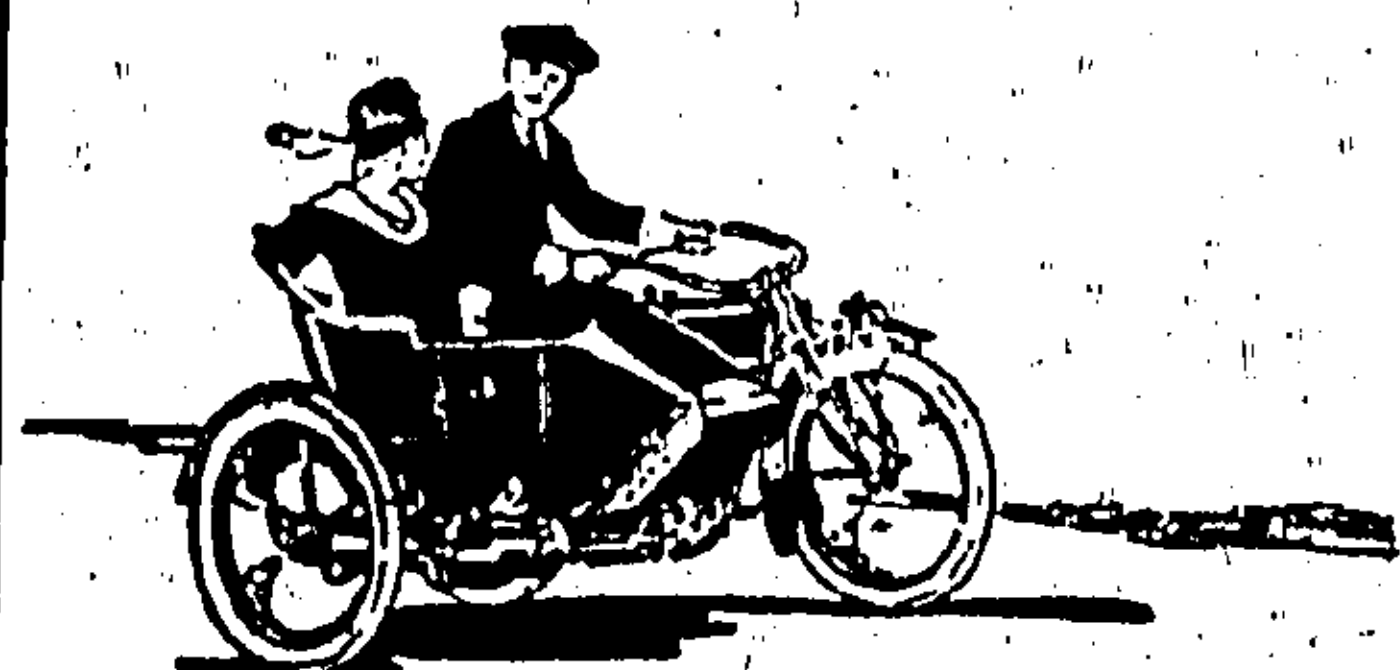
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SATURDAY, 14th DECEMBER, 1929.

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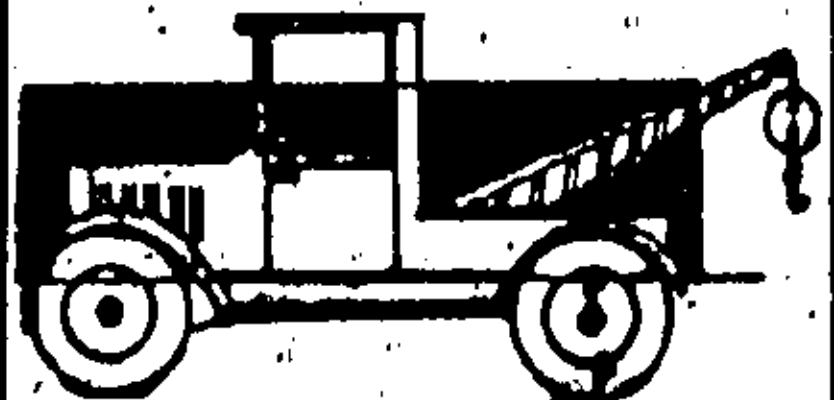
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Does Well in South
Africa.

CLIMBING TEST.

While the Morris Minor is offered as a touring vehicle—pure and simple, it is interesting to note that three of these little cars recently gave a very fine account of themselves on an interesting hill climb, promoted by the Transvaal Automobile Club, at Moulders Drift Hill, not far from Johannesburg. The cars were entered by Messrs. Connocks S. A. Motor Co., the local Morris dealers, and were piloted respectively by Messrs. W. A. Grantham and G. High and Mrs. E. Millin. In class A and B, for cars up to a 1000 c.c., they swept the board, securing first, second, and third places.

Mr. G. High put up the best time in the class—namely, 1 minute 43 secs, while Mr. Grantham was declared the winner on formula. We may mention that many of the large six-cylinder cars failed to accomplish the climb in so good a time as Mr. High's Minor.

Following on his success at the Hill climb, chronicled above, Mr. High has put up a record for light cars of 12 hrs. 20 mins. for the journey from Durban to Johannesburg, some 450 miles. The re-

LARGEST LAND PLANE LAUNCHED.



The new Fokker F-32, which carries 32 passengers and a crew of 4 at a speed of 140 miles an hour, recently took the air near New York. The size of the giant transport plane which Col. Lindbergh piloted in a series of test flights, may be judged by comparing it with the 1930 Buick in the foreground. In the photo (left to right) are Capt. Eddie Rickenbacker, prominent World War Ace, Anthony H. G. Fokker, noted airplane designer, and W. T. Whalen, vice-president and general manager of the Fokker Aircraft Corporation.

cord is all the more creditable in view of the fact that the driver encountered head winds of such intensity that at times he actually had to engage second gear to drive the car downhill. A large and enthusiastic crowd of local motorists assembled to witness his arrival.



CURRENT COMMENT

Pedder Street.

Once again some of the white lines dividing off the parking space for each car have been painted in Pedder Street, and once again it is emphasised that were they placed a little more obliquely, there would not be nearly the amount of trouble in either approaching or leaving the stand. Congestion is frequently caused while cars are taking up position, and it would surely be worth the experiment in changing the parking angle.

It is really surprising that regulations are not enforced making it necessary for every car on the road at night to have its registration number clearly illuminated. There are many cars to be seen on the road, the number plates of which are scarcely illuminated at all, it being almost impossible to read them. The matter is quite an important one and should be taken up without delay.

A most peculiar method of regulating traffic is in force in Kowloon at the end of Nathan Road by the Peninsula Hotel. As it is at present, the constable holds up vehicles desiring to turn left into Nathan Road, when other vehicles are proceeding towards the Ferry from the direction of Holt's Wharf. Why this should be necessary is beyond all understanding.

Tours from Paris.

The H.K.A.A. has received particulars from the Automobile Association, London, of seven day drives which have been arranged, radiating from Paris. The tours cover all points of the compass and have been specially selected in each case to make some definite appeal—historic, architectural, scenic, etc. Members of the Hongkong Automobile Association may obtain details from the Honorary Secretary, Mr. C. P. Marcel.

Notable Climb.

British motor engineering scored a notable triumph recently when

one of the new Morris-Commercial 25-cwt. lorries made motoring history by climbing to Mow Cop Castle, a famous hill on the borders of Cheshire and Staffordshire, with a load of two tons and carrying two men in the cabin. With weather conditions wholly unfavourable, it was all the more meritorious that the four-cylinder British lorry, having an R.A.C. rating of 15.9 h.p., succeeded in equalling the performance recently recorded by a six-cylinder truck rated at 26.33 h.p. The lorry was a standard machine from stock, and the two-ton load was made up of Government-stamped 56-lb. weights, and affixed to the lorry was a Corporation weight certificate, showing the gross weight to be 3 tons 13 cwt. 3 lb.

Severe Test.

The test lorry was subjected to the severest possible trial, for the attempt was planned to take place directly following the run to Mow Cop from the Piccadilly Garage, Hanley. Accompanying the test vehicle were three other Morris-Commercial, together with other cars, all gallantly decked with flags, and the procession attracted much attention during its brisk run through the Potteries towns. Arrived at the foot of the actual hill, the leading lorry inadvertently took a turning to the right off the route proposed for the climb, with the result that it struck the summit at a point some distance above the station. To have cut out the section below would have meant missing the worst portion of the lower hill—formidably steep in places, and with a surface of rutted sand and loose stones. In order to carry out the letter of their climb to ascend from the station to the Castle, and despite the fact that violent rain had now fallen, the organisers nevertheless decided to turn round the bonnet of the Morris, return to the level, and take the hill from the start.

SOVIET PLANS MORE HIGHWAYS.

The Soviet republic, realizing the need for good roads to open up its interior to trade and markets, has formed an automobile association known as the Avtodor, or Society of Automobiles and Roads.

In this great stretch of land, housing about 150,000,000 persons, there are only 21,000 automobiles. This is attributed to the lack of good roads.

But plans of the Avtodor call for a road-building programme of 15,000 miles of paved highways and 75,000 miles of modern surfaced roads within 10 years. When these roads are constructed, there will have been created a greater market for motor vehicles, because of agricultural markets that will open up with these roads.

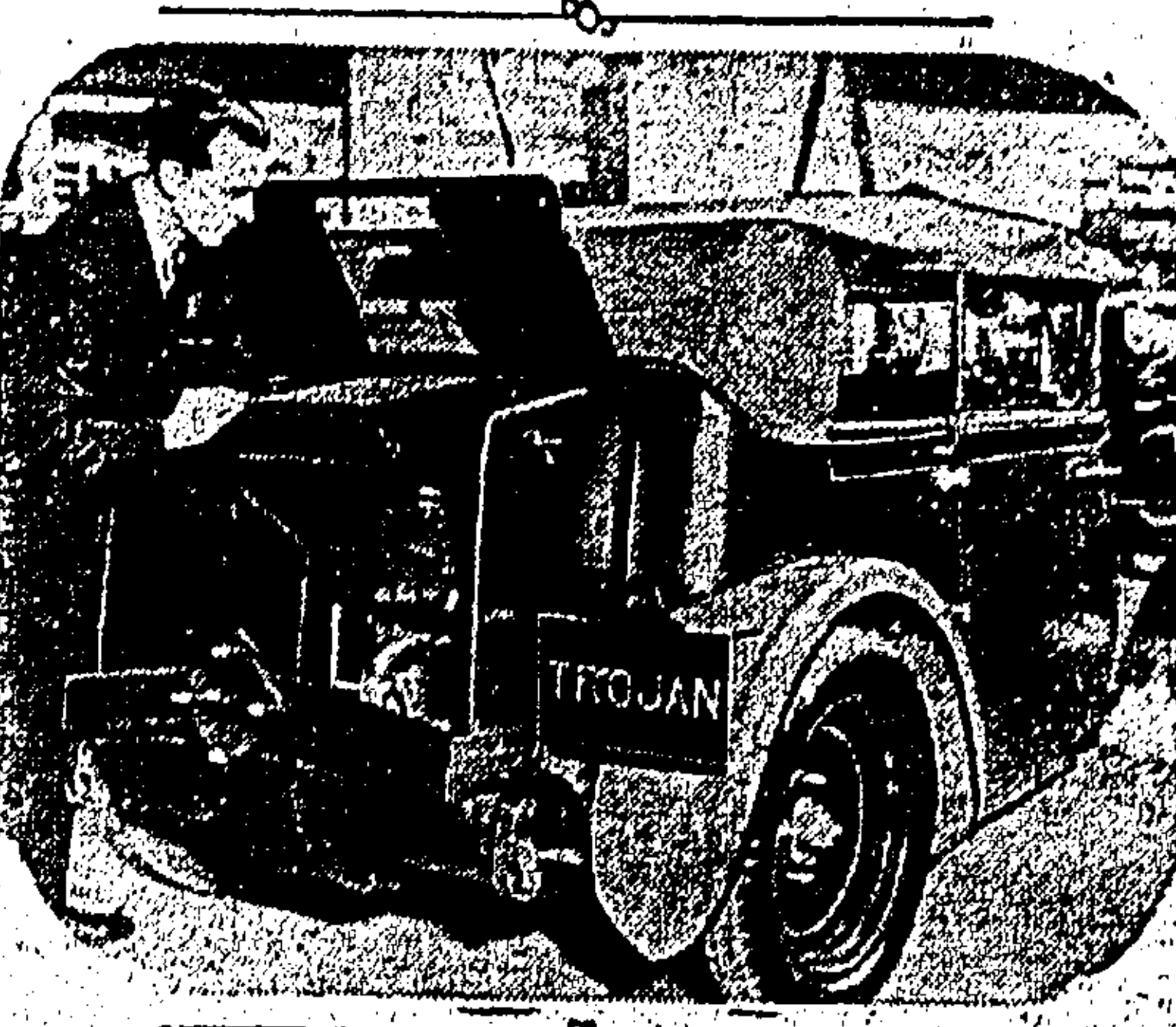
The Avtodor is also instrumental in arranging plans for an automobile plant in Moscow. A goal of 100,000 light passenger cars and automobiles has been set. In addition, foreign money and plans have been solicited.

Motor buses are becoming popular. They were first used in Moscow in 1925 and by the end of 1927 there were 160 in the city. This year an appropriation was made for the purchase of 200 additional buses to furnish transportation in the city. Within the next three years the number of buses in operation within Moscow will be 1400, the transportation department estimates, and more than 2,000 modern taxicabs will also be in service by the end of 1929.

As part of the large transportation scheme a subway, for which \$20,000,000 has been appropriated, will be constructed to relieve congested traffic caused by narrow streets in the city.

Nearly all the passenger cars in use in the Soviet Republic now are for official use. But the Avtodor predicts that the Union will be fully motorized with a network of bus lines and privately-owned pleasure cars within the next 10 years.

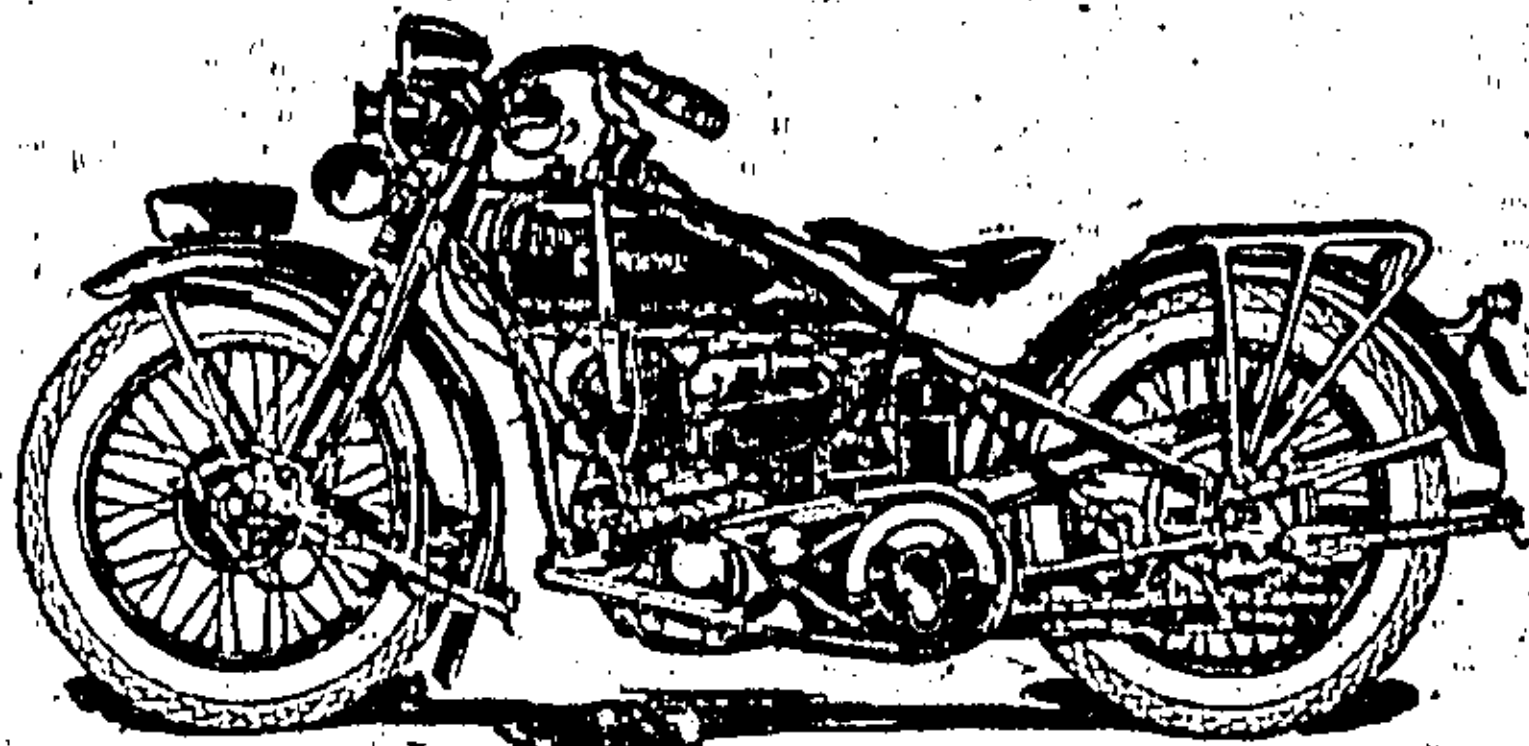
REAL REAR WHEEL DRIVE.



This small car, displayed at the recent Olympia Auto Show in London, features a direct rear wheel drive, embodying a distribution of power direct from the engine to the rear wheels of the car. The engine is at the back of the chassis directly above the rear wheels. Loss of power in transmitting energy from the front to the rear axle by means of the long drive shaft is eliminated here by direct connexion of the engine to the rear wheels. The car, a "Tourer," also concentrates the radiator, oil, gas and water tanks at the rear.

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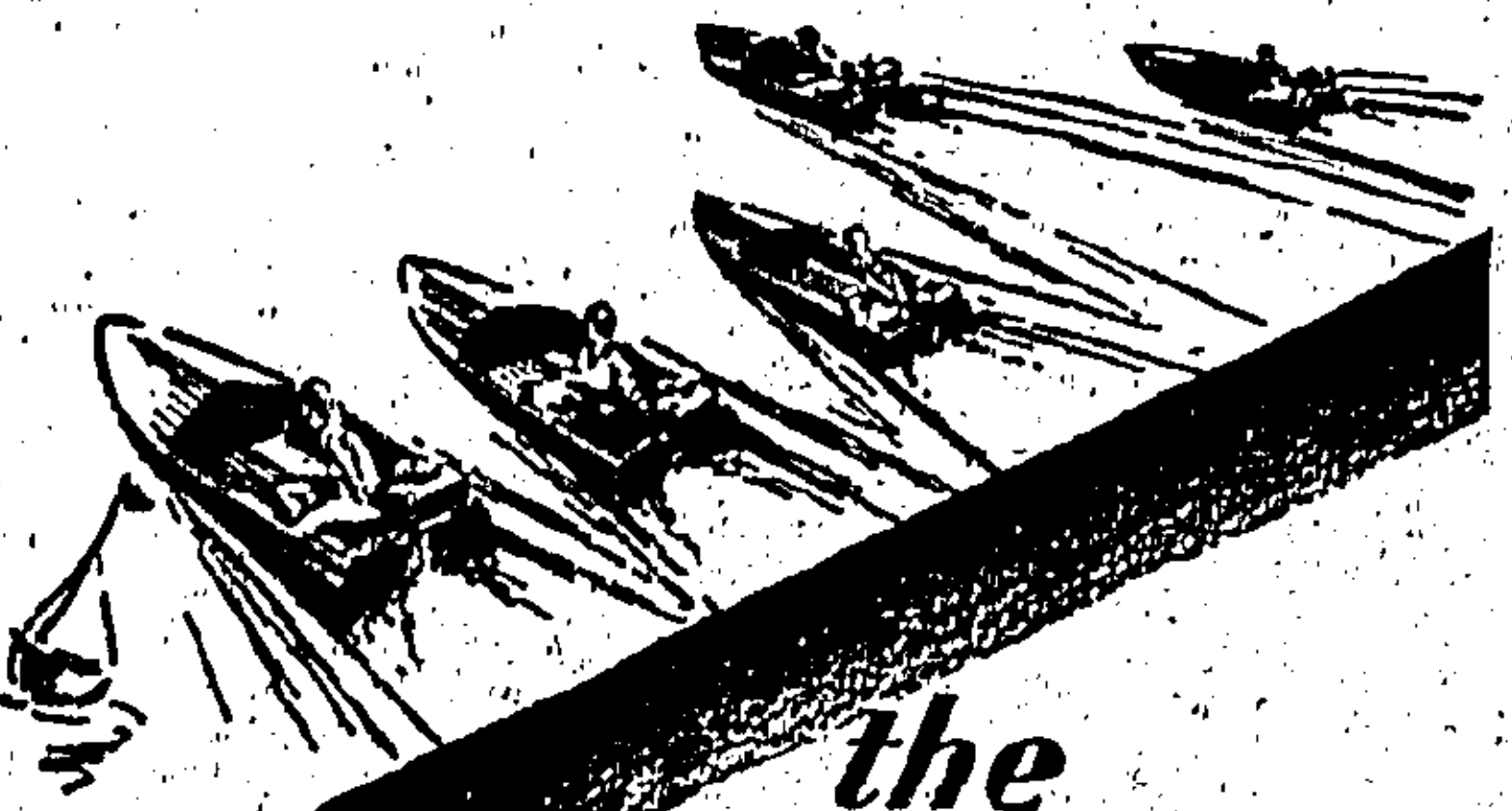


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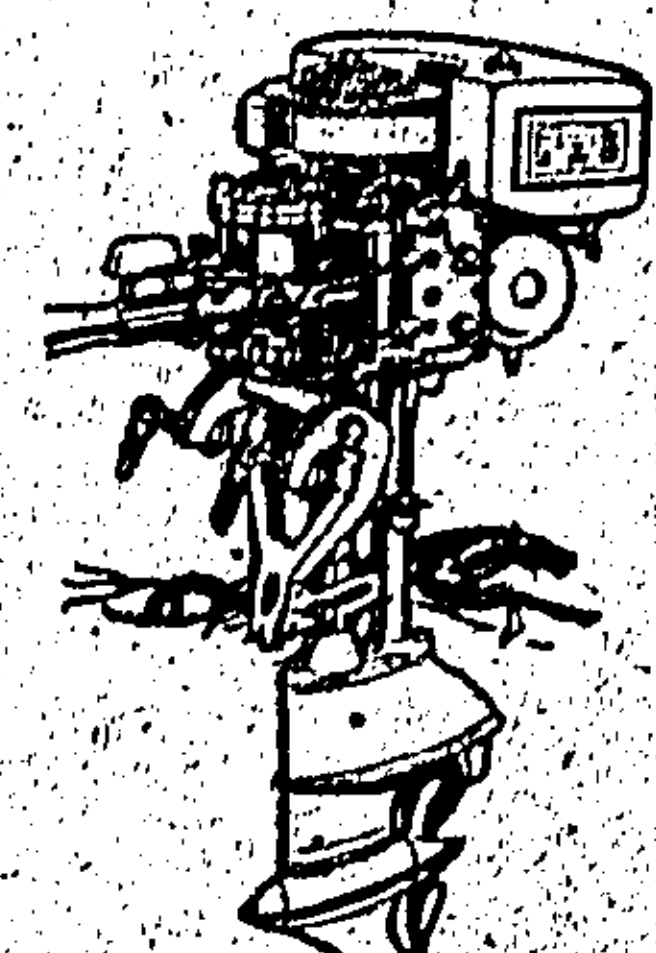
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Outboard Motors

FEWER SHOCKS. Buick Cars Soften Contact. STEERING WHEEL WHIP.

At last, "steering wheel whip," bone of the automotive driver for years, has been overcome. Such is the information conveyed by Roy C. Douglas, superintendent of the Howard Automobile Company. Douglas points to the new road shock eliminator introduced to the automotive world for the first time by the 1930 Buicks at their initial presentation several weeks ago.

to solve this dangerous and exasperating whip which for so many years had resisted all attempts at rectification," Douglas said. "The new Buick improvement absolutely eliminates all trace of whip and gives an ease of driving control that requires no physical effort."

"The road shock eliminator is as simple in construction as it is efficient in operation. In designing the new car Buick engineers, instead of planning the front end of the left front spring immovably to the frame, shackled it so that the spring may play back and forth at this point as well as at the rear, but the play of the front axle is modulated by mounting two stiff coil springs at either side of the bottom of the shackle.

"Ordinarily these stiff springs hold the front shackle stationary, the main play being in the rear shackle, but if the surface of the road is unusually rough the front shackle will yield, the stiff springs

in this shackle taking up the shock of the impact and preventing it from reaching the steering wheel.

"The result is that when a severe bump is struck, the force of the jolt, instead of being carried up to the steering wheel, is spent in forcing the axle back slightly on the steering gear side, due to the give of the heavy springs in the road shock eliminator. The steering wheel remains steady in the hands of the driver, instead of twisting as each bump is encountered, and the car can be driven safely over rough roads at speeds that are hazardous without this device.

"It has also been found that this device is very effective in dampening out front wheel shimmy at high speeds. With the Buick road shock eliminator the movement of the front axle is taken up in the eliminator instead of being transferred to the drag link. As a re-

HOW IT'S DONE!

Sultan Buys a Car.

BUILDS ROADS LATER.

Aba Jiffar, portly and aged Sultan of Djimma, a small state of Abyssinia, has bought a car—and thereby hangs a tale of a feat of automobile salesmanship and how one car caused the highway system of Djimma to change from mule tracks to modern roads.

Aba, according to *Motor*, British automotive magazine, was wise in handing the empire's goods. He bargained shrewdly and garnered much wealth—in addition to several wives. One day, after a somewhat



jarring mule trip of 230 miles from Djimma, the capital of his state, to Addis Ababa, the capital of Abyssinia, he saw an automobile at the local dealer's in that city.

Sultan Jiffar reasoned that it would be much easier on his portly form to ride the cushions of a luxurious sedan than the bony back of a mule, so he bought the car—never figuring that he'd have an awful time driving it around trees and across the rivers of his roadless realm.

The dealer guaranteed to deliver the car to the sultan, and Michel Terzian, an Armenian mechanic, got the job of delivering it.

With four assistants, Michel started out with the Vauxhall sedan. In the car he carried a load of gasoline, a few spare parts, forestry implements and the car's tool kit.

The first day out Michel had to construct a bridge over the Aouche river. He and his assistants felled trees, bound them with cord, nailed cross pieces and laid the bridge.



The car was safely transported across and continued.

The next day the party encountered another river, down to which they had to cut runways because of the steep banks, and then ford the low water. The third day out he had to construct another bridge and the fourth another.

On the fifth day, Michel and his party encountered a number of dried-up river beds strewn with huge boulders which barred passage. Most of these had to be broken up, others removed, and the river beds levelled to permit the car's passage. The car had to be unloaded before each crossing and reloaded on the other side. This part of the trip took two days.

Then they encountered a descent so steep that gasoline flowed by gravity from the tank into the vacuum tank. It took them a day and a half to accomplish this descent. At the bottom they hit another ford, the bed of the river being full of stones which had to be removed. Nine days after starting the trip, and after having built a special elbow from the exhaust and a funnel around the carburetor to prevent water from stopping the engine, the party made the ford.

After crossing the river, they entered the territory of Sultan Aba Jiffar and here they were met by an exulting delegation sent by Aba to offer them aid. Escorted by the aiding party, Michel and his four assistants came within sight of



Djimma 15 days after they had started on the trip of only 230 miles!

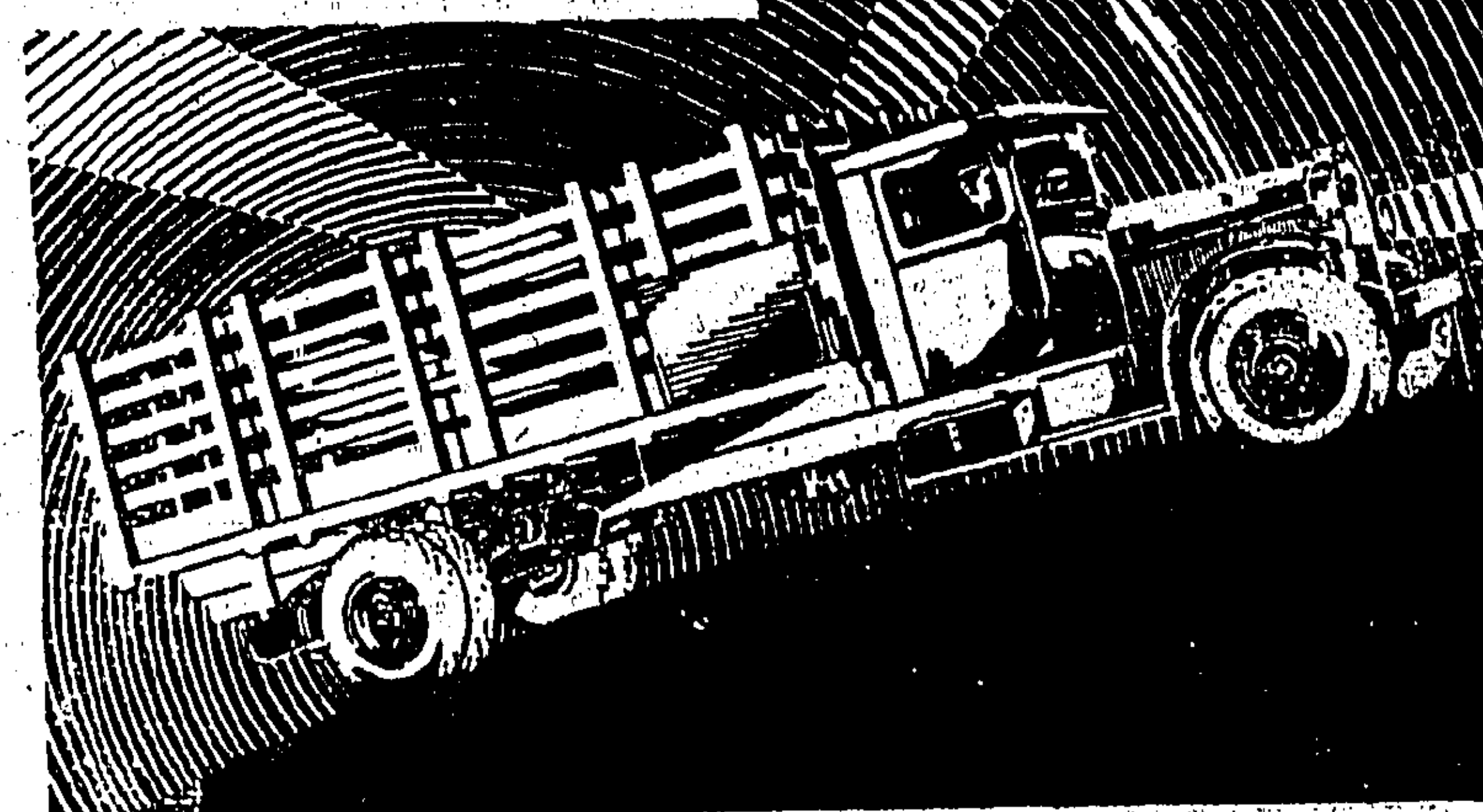
Naturally, after Sultan Aba got his car, he wanted to use it. He had a paralyzed brother in another city, but couldn't visit him in the car because there were no traversable roads. So he hired Michel to build him a few.

After Michel constructed the roads, the sultan's gasoline supply ran out. He sent back to Addis Ababa for some more and at various spots along the nation's new highway system he set up caches of gasoline and spare parts.

And now the mighty Aba rides with a dignity befitting a sultan.

sult the 1930 Buick can be driven in a straight line at tremendous speeds without showing a tendency to wander, as immediately after absorbing the shock, the front spring is returned to its original normal position."

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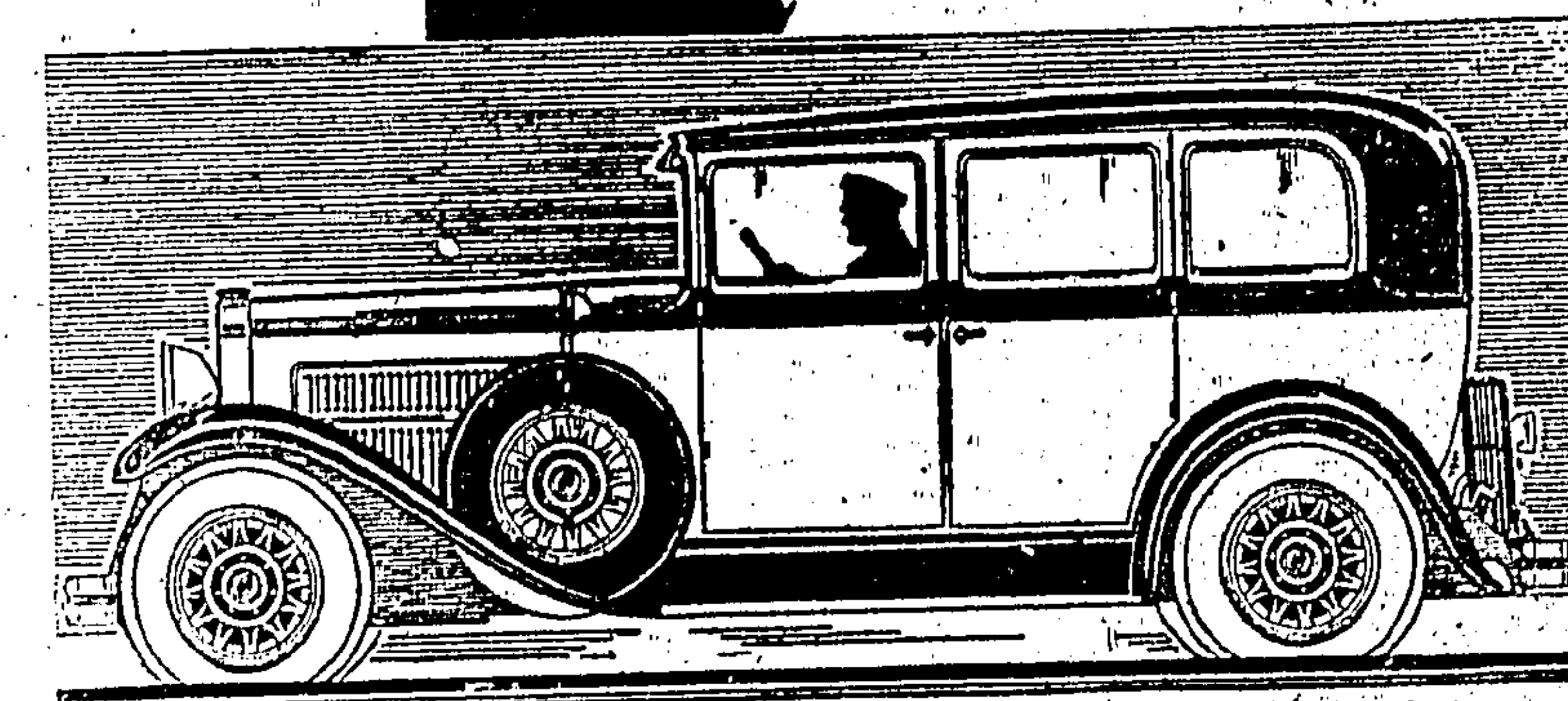
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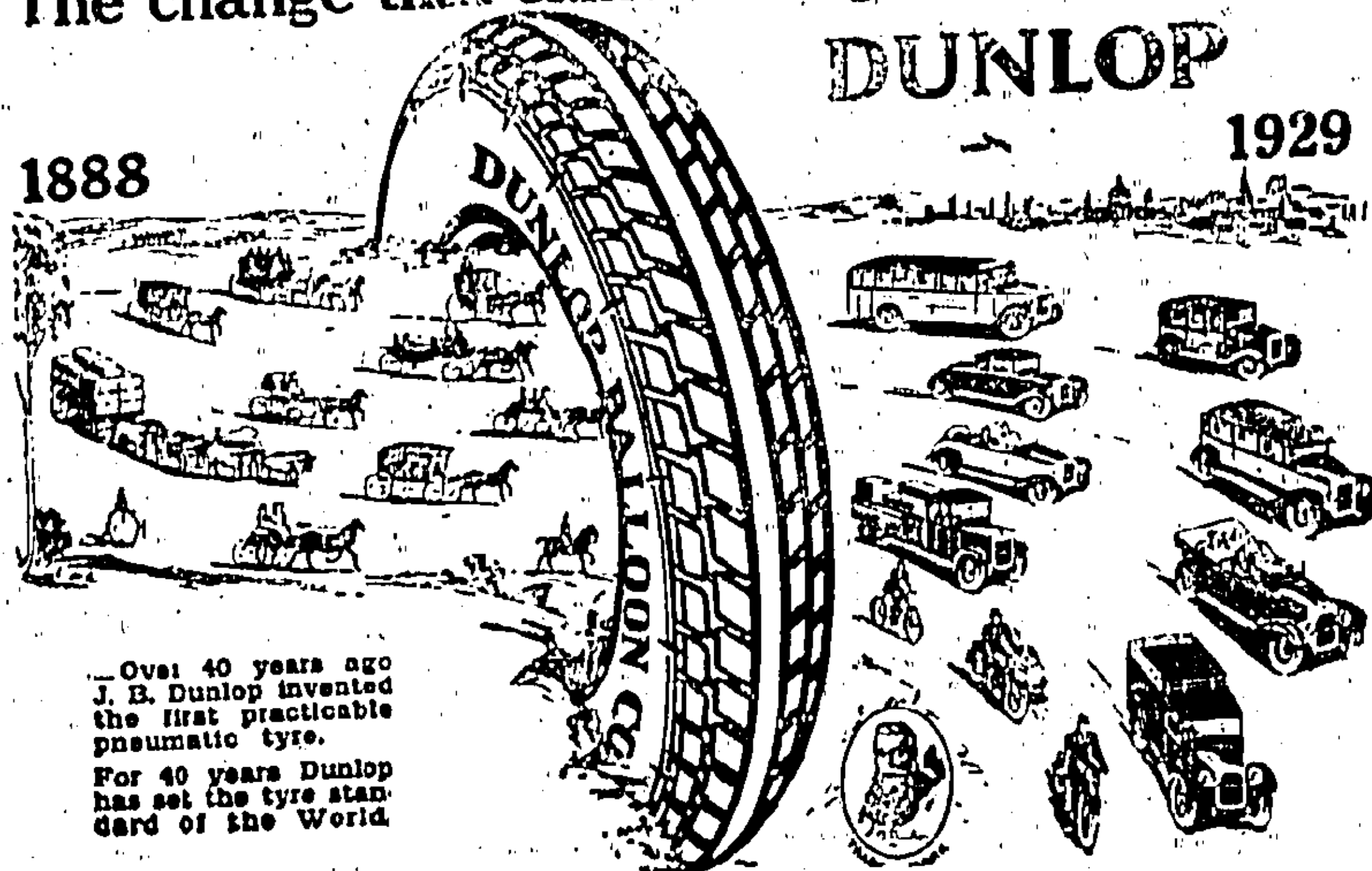


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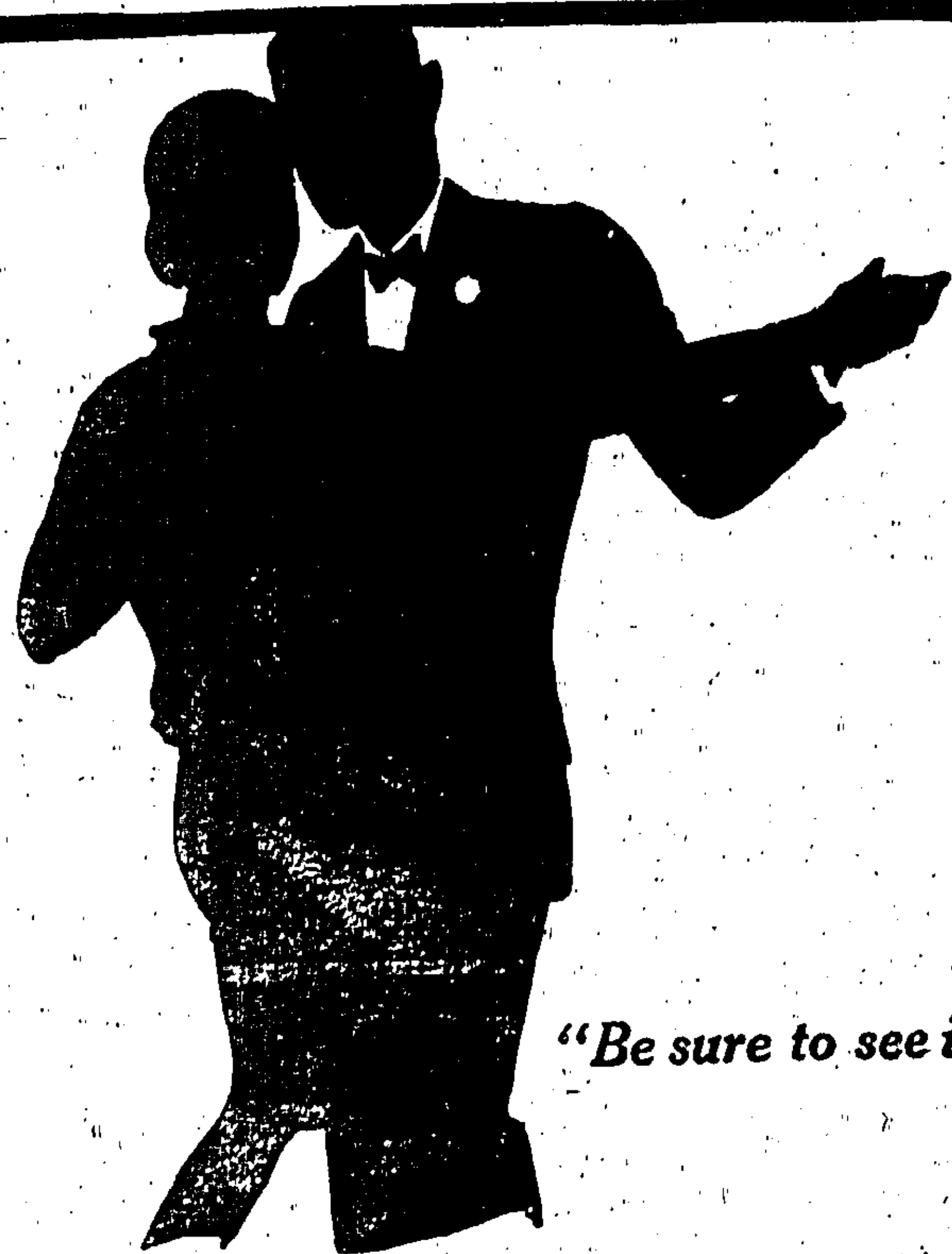


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Pictorial Supplement

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CHINA TEA

For Christmas

SEE PAGE 4 FOR OUR
SPECIAL OFFERS

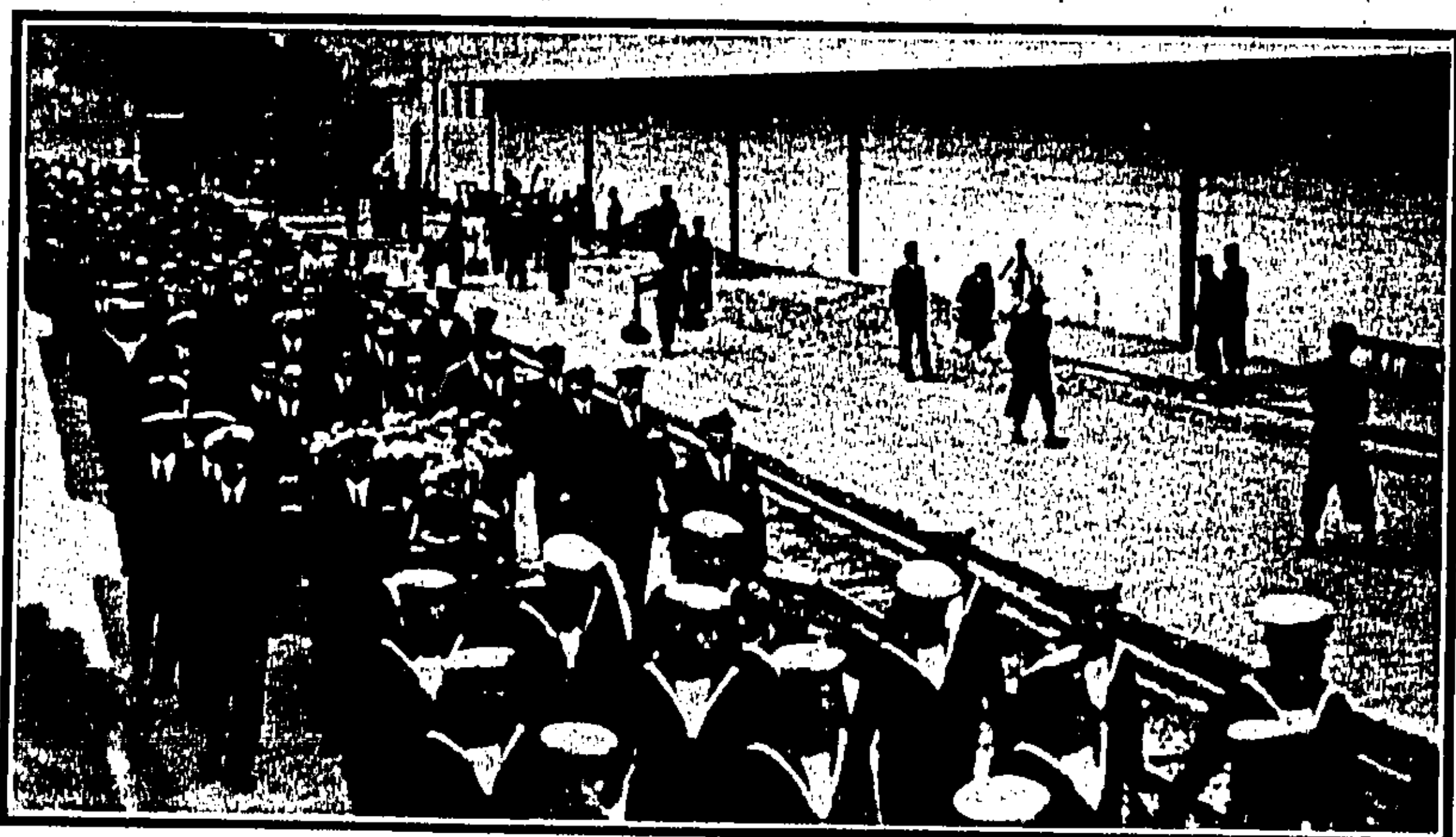
THE CHINA TEA Co.
David House, Hongkong.



The Somerset L.L. football team, which defeated Kowloon in a First Division match on Saturday, thus going to the head of the League table. (Photo: Mee Cheung).



This group was taken on the occasion of the Scottish Ball held in the Canton Club Theatre, Sharnoon, on St. Andrew's Night, when the small Scottish community were hosts to over two hundred guests.



The remains of the late Mr. K. A. Woodward, killed in the piratical attack on the s.s. Haiching, being drawn on a gun-carriage by naval men to Happy Valley, where the funeral took place. (Photo: Mee Cheung).



This picture shows baggage strewn about the after-deck of the s.s. Haiching after the attack by Bias Bay pirates was frustrated. (Photo: Mee Cheung).



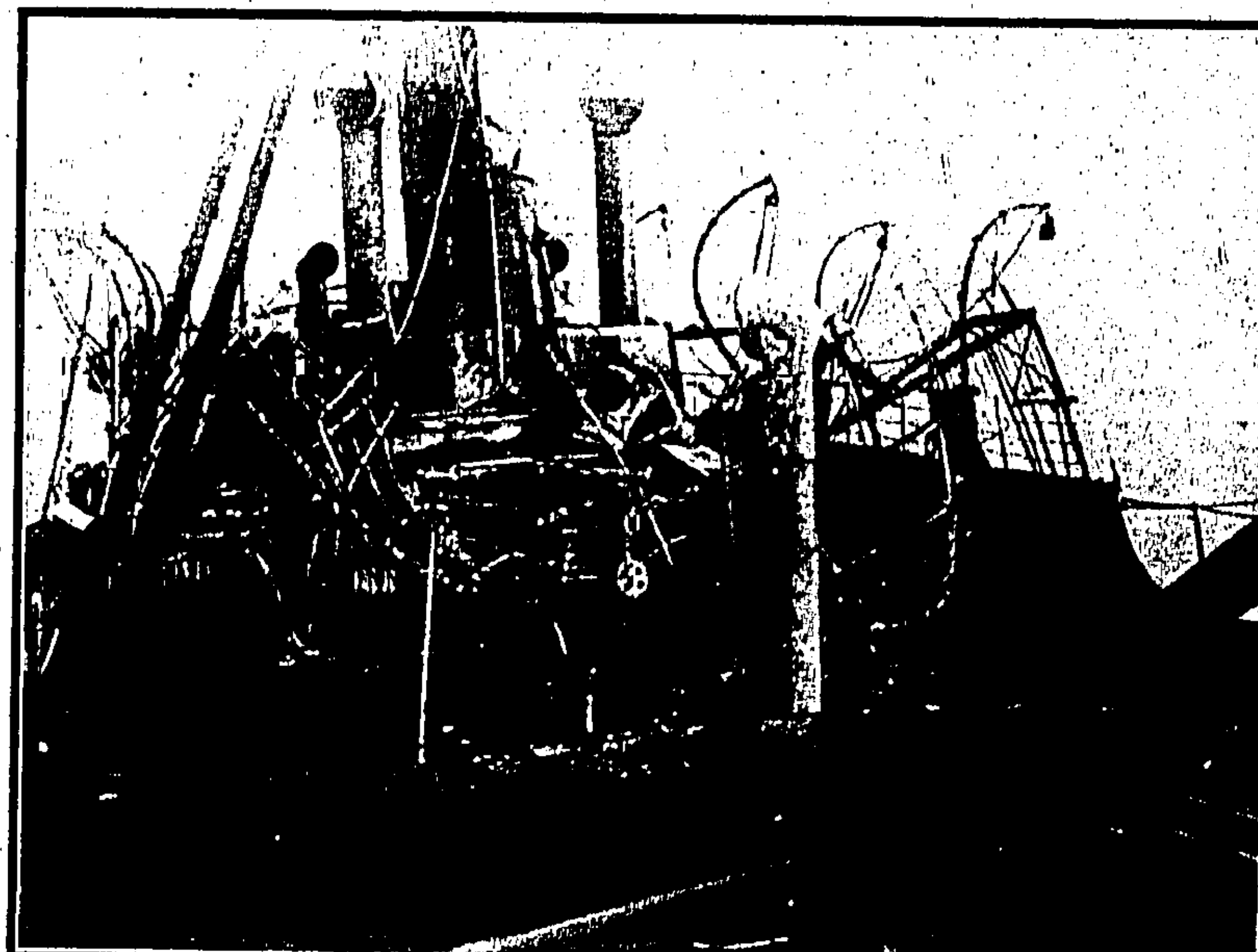
Douglas Fairbanks, the famous cinema star, is here seen enjoying a joke with Mr. Wallace Harper aboard the s.s. Rajputana, on his arrival in Hongkong.



Full naval honours were accorded to the late Mr. K. A. Woodward, third officer of the s.s. Haiching, at the funeral which took place at Happy Valley on Monday. Picture shows the scene at the graveside, with the Rev. G. T. Waldegrave and the Rev. J. C. Waters, naval chaplain, officiating. (Photo: Mee Cheung).



Group taken after the wedding on Saturday of Mr. Harry Owen Hughes, son of the Hon. Mr. J. Owen Hughes and Mrs. Owen Hughes, and Miss Frances Isabel Oakley, niece of Lady Pollock. The bride was given away by the Hon. Sir Henry Pollock, and, as will be seen, H.E. the Governor and Lady Clement were amongst the guests. (Photo: Ming Yuen Studio).



These two pictures give a vivid idea of the damage done to the Douglas steamer Haiching as a result of the vessel being set on fire by pirates in their desperate attempt to smoke out the gallant defenders on the bridge. (Photos: Mee Cheung).

STAR IN UNCOMMON POSE.



Myrna Loy, a Warner Bros' star, is shown above in a rather unique setting.

ANOTHER "HYMN OF HATE."

Ex-Kaiser Lets Himself Go Once More.

Abundant evidence that the ex-Kaiser is unrepentant, and still holds violent anti-English views is contained in an article by Brigadier-General W. H. Waters, describing a visit to the ex-Kaiser, and published in the *Quarterly Review*.

Brigadier-General Waters was invited to Doorn as part of an attempt to counter what the ex-Kaiser describes as "the vile intrigues of British statesmen."

Discussing the alleged hunger blockade of Germany, the ex-Kaiser said: "England must answer to Heaven for that atrocity." In a reference to reparations he said bitterly: "If justice was done all those millions of marks should be repaid."

Brigadier-General Waters says that the ex-Kaiser's beard and hair are white, but he looks many years younger than his age. He takes a great deal of manual exercise.

Regarding criticism levelled against him, the ex-Kaiser said: "My hide is now elephantine," though Brigadier-General Waters' article gives evidence that the elephantine hide is easily penetrated.

The letter of invitation to Brigadier-General Waters to Doorn began: "The ocean of abuse, vilification, infamy, slander, and lies which has rolled over me coming from London, discloses a spirit of debased and venomous hatred, which I had not expected from a country whose national sorrows I shared when they lost their great Queen, and I mourned King Edward."

"My whole life has been filled with the hope of establishing a better understanding between Britain and Germany, which might lead to an agreement or an alliance, but all my quiet labour has been utterly and wantonly destroyed. Instead of an ally I became an arch-enemy, the Hun Attila."

DOUG AND MARY TOGETHER.
In "The Taming of the Shrew."

Douglas Fairbanks as "Petruchio," and Mary Pickford as "Katherine" in Shakespeare's comedy, "Taming of the Shrew."

Can you imagine dignified Mary Pickford falling off the back of a horse into a bog of mud?

No, of course you can't—neither can anybody else. But she does just that and a lot more in her new picture. And the reason is that Mary and her dynamic husband, Douglas Fairbanks, have become moviana's newest comedy team—for one picture, Shakespeare's "Taming of the Shrew."

There's a lot to be said about the noted author's tale of how a little spitfire met her match with Mary playing Katherine, the little spitfire, and Doug portraying Petruchio.

Star Together First Time.

For one thing, this film brings Doug and Mary together on the screen for the first and only time in their careers. Both already are considering stories for individual starring vehicles to be made upon their return from a European tour this autumn. Another feature is that Mr. Slapstick himself plays an important part in this production. Nothing has been spared in making the film a real comedy in the broadest sense of the word.

In making "Taming of the Shrew" Doug and Mary are pioneering Shakespeare on the silver sheet and they are doing it just at a time when the vogue for musical productions is at its height. If this film is successful, as all indications point that it will be, it probably will be the forerunner of other Shakespearean productions.

When the announcement was first made that Doug and Mary were to put "Taming of the Shrew" on the screen, suggestions

poured in from every quarter. Shakespeare should be played this way or that way. One couldn't do this or that on the screen. In fact the number of suggestions so bewildered the couple that they threw them all out and decided to follow the book with as few changes as possible with the screen as a medium.

Real Slapstick Comedy.

"Every actor and actress who has stepped before the footlights in the role of Petruchio and Katherine have had their own interpretations of the two characters," Fairbanks and Miss Pickford declared. "We studied every interpretation and then proceeded with our screen version."

"To us Shakespeare was an extremely human individual whose wit was far from subtle and whose genius lay in his ability to put gorgeous phrases into the mouths of his characters. "Taming of the Shrew" to us is just as modern in theme as a Broadway musical show. The comedy is broad, the lines sparkling and the theme humorous. That is the way we have brought it to the screen."

Hollywood's newest comedy team spared nothing in order to make their picture a real slapstick comedy. If you can't believe that now, you will when you see Mary fall off the above-mentioned horse or when you see her sock Doug over the head with a stool.

Every effort also has been made to retain every bit of Shakespearean flavour in the picture. Many of the lines had to be cut out in order to put the story into nine reels of celluloid film. But all of the lines used are spoken just as they were written.

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MAKES CHARMING
X'MAS GIFTS.

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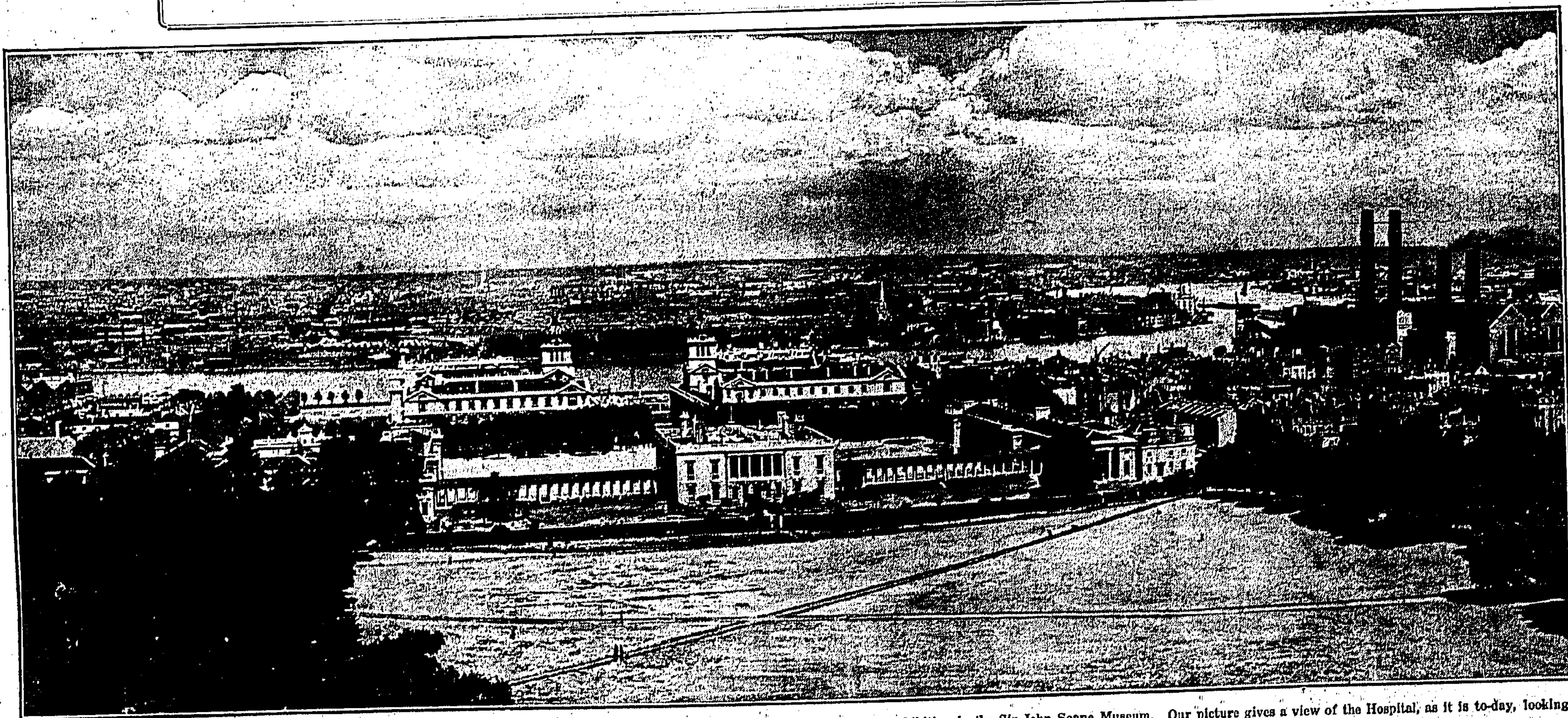
OPEN TILL 6 P.M.

MING TOMBS IN KWANGSI.



The old Ming Tombs, seen above, are some twelve li outside of Kweilin, Kwangsi Province. Kweilin was the southern capital during the Ming Dynasty, when Princes were sent from the Imperial family in Peking to reign over the southern territory.

WREN AND THE GREENWICH HOSPITAL.



The Wren Society's Volume will be devoted this year to Greenwich Hospital and plans made by Vanbrugh and Wren are now on exhibition in the Sir John Soane Museum. Our picture gives a view of the Hospital, as it is to-day, looking from Greenwich Observatory. (Times copyright).

Daytime Apparel for Winter

Choosing a Costume to Wear Before Dark
Is Now a Problem of Much Importance
For Every Well-Dressed Woman of Today



This Lida Black Cloth, Worn With Day Frocks, Uses Fox Fur Lavishly On Collar and Cuffs.



Sleeves, Yoke and Bow Tie of Rose Beige Silk Add Color to This Black Afternoon Silk Frock Featuring Even Hemline and High Waistline



III Brown Striped Coat of Tweed. A Yoked Shirt And Overblouse Complete This Sports Ensemble.



IV This Green Wool Cheviot Costume Has a Blouse Of Blocked Fabric In Beige and Green.



V This Afternoon Frock Features Triangular Inserts of Blue Crepe And Romantic Sleeves.

By FRANCES CLYNE

Creator of the models shown on this page

THE sophisticated dresser of the season of 1930 will reveal her wisdom in the selection of her day apparel. It is in the hours before six o'clock that she will declare her style consciousness.

For the evening clothes of this season are easy to select—and easy to wear. They are ornate, long, gorgeous and gay. There is slight danger of being over-elaborate, since the styles give carte blanche in this realm.

But daytime clothes are much more difficult. They grant greater length, more formality and more color than usual, and there is a tendency to take advantage of this generosity.

Just because fashion allows this greater freedom, it does not follow that it is always desirable. The really smart woman always imposes a certain restraint in her day attire. Even though gold lace, velvet, lame and lustrous satins are now regarded as fair game for the afternoon, she does not necessarily wear them.

If one is going to a matinee, a formal tea or a bridge party, one may in perfect taste choose the now elaborate afternoon frocks. But the dress that may be worn all day, that is appropriate for shopping or for business wear as well as for social functions, and the one that must give good, hard service, must not yield to all the temptations of the shops.

This is a good time to remember that the smart Parisienne

is inevitably tailored or very conservatively garbed when seen on the street, and that for general wear she pins her faith to a few well cut, conservative black gowns and achieves her variety and her contrast by her accessories, millinery or her furs and scarfs.

I. FOR general wear, with silk day frocks, particularly with the all-black day frock, I like this coat of black Lida cloth with the ample fur collar and the fur band on the skirt which takes the smart upward turn.

The fur, which is red fox, gives life and color to the coat and is becoming to youthful faces. You will notice that the fur is cleverly distributed so that none of it occurs at the waistline so that the slender silhouette is achieved and at the same time the garment is lavishly furred.

II. THE seated model is wearing a black crepe frock with sleeves, a pointed yoke and a large bow tie of rose beige silk. The waistline is high and the skirt comes well below the knees, but has the even hemline that is practical under a straight-hemmed coat.

The uneven hemlines that may be so exaggerated and so extreme for evening, must be more restrained for day. The high waistline is not so accented and the color contrasts not so violent.

It is wisest for day occasions never to be overdressed and to select gowns and coats that stress line and good fabric rather than showy effects.

Illustrated today are the types of day dresses and coats

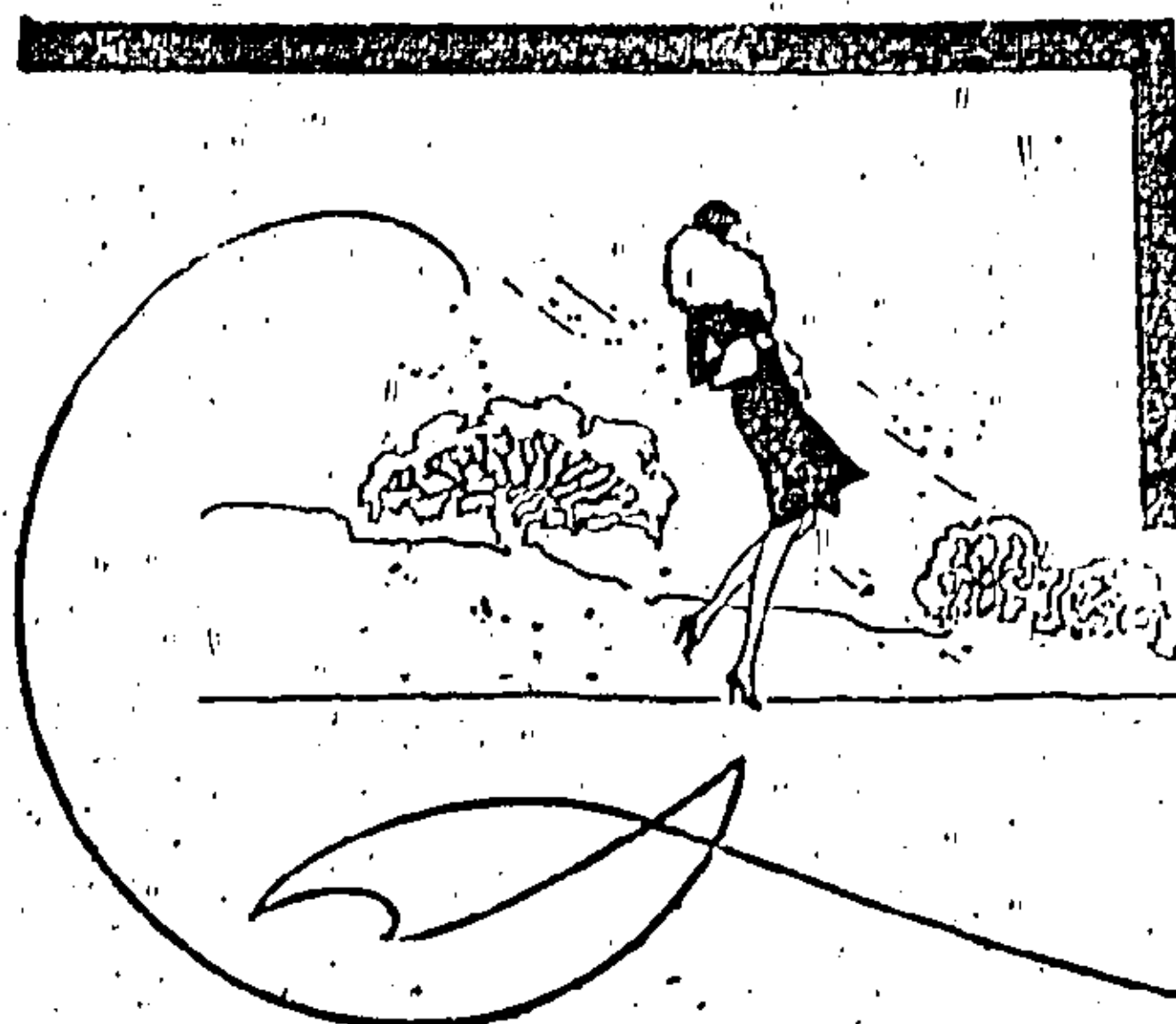
that the smartest women in New York are buying. They are not extreme, but exceedingly elegant. They are not difficult to wear and do not violently alter the silhouette. They are youthful, but not flapperish, and they meet every sartorial demand of the day.

III. THIS tweed ensemble is obviously designed primarily for sports wear. It combines a brown striped tweed coat and yoked skirt, with an overblouse of lace checked jersey. The novel feature of the blouse, besides the material and the modernistic design, is the top of brown flat crepe which finishes in a soft and feminine bow. The fur which bands the coat is of beaver, which harmonizes exquisitely with the browns in the blouse and in the tweed.

IV. WOOL CHEVIOT in a deep, mossy green, is the material in this ensemble. It is not fur-trimmed and may be worn with the separate fur scarf. Here the blouse is of green and beige-blocked fabric, and the same collar line is used, with green crepe to match the cheviot. The off-the-face hat is also of green, and there is a fine casualness achieved by the simplicity of the color scheme.

Separate coats for this season show flared skirts, original treatment of fur, and a clever manipulation of material.

V. TRIANGULAR inserts of French blue crepe adorn this model with the very full sides and the becoming round neckline. The sleeves are romantic and the normal waistline is emphasized by a narrow string belt.



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Morris..... Chevrolet

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THE HONGKONG HOTEL GARAGE.

Hongkong Telegraph.

Pictorial Supplement

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A few suggestions:

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Handkerchiefs,
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Silk and Knitted
Wraps and Scarfs
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Bath Gowns
Slippers
Socks and Golf Hose
Braces

Your problem, however, will be much simplified if you make your selection at Mackintosh's, for there you can see the very articles which men would choose for themselves.

To choose wisely is to enhance the satisfaction you derive from giving. It will be a pleasure to show you our Christmas selections, and to offer assistance in making such a choice.

Mackintosh's

A visit to us entails no obligation whatsoever.



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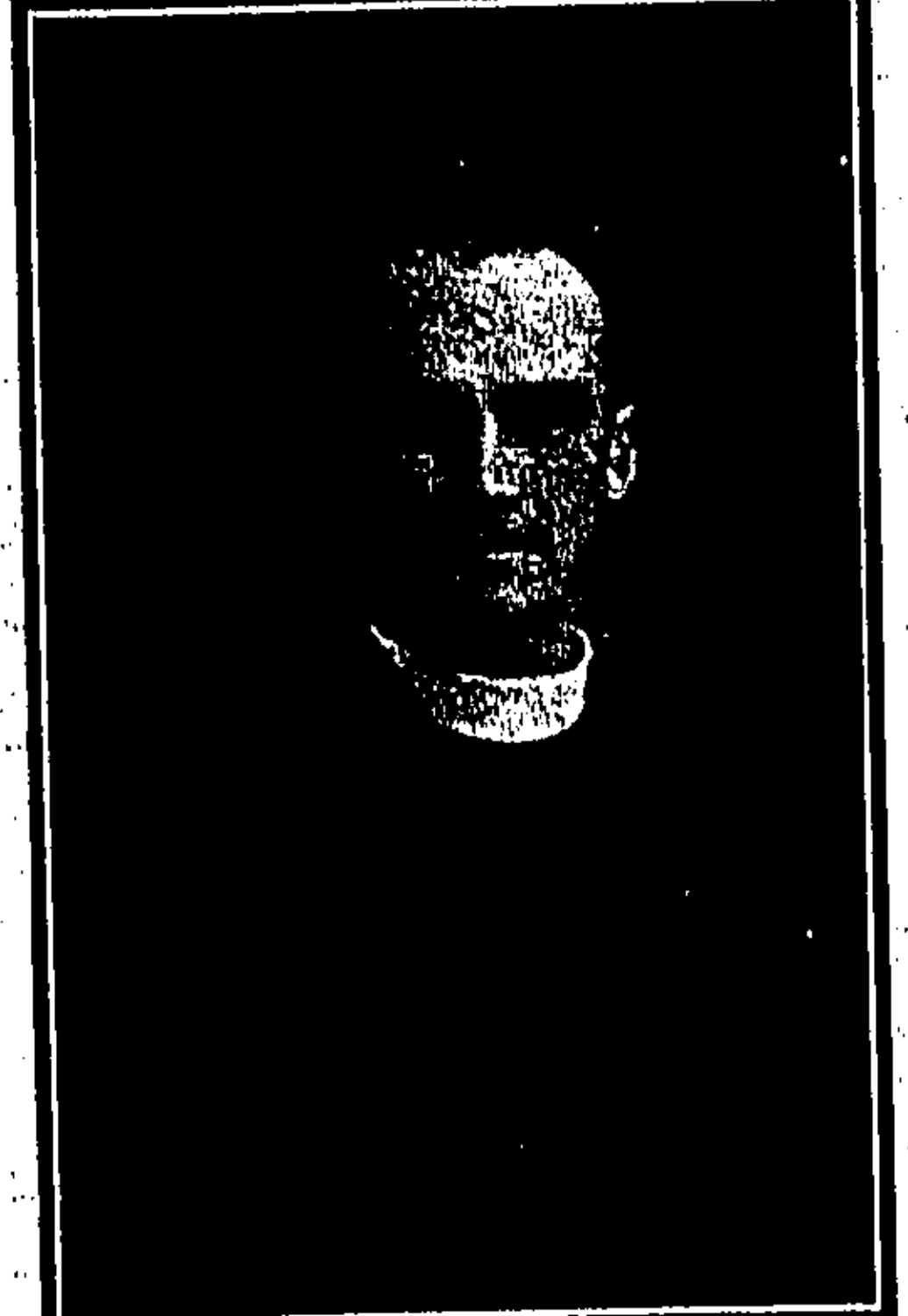
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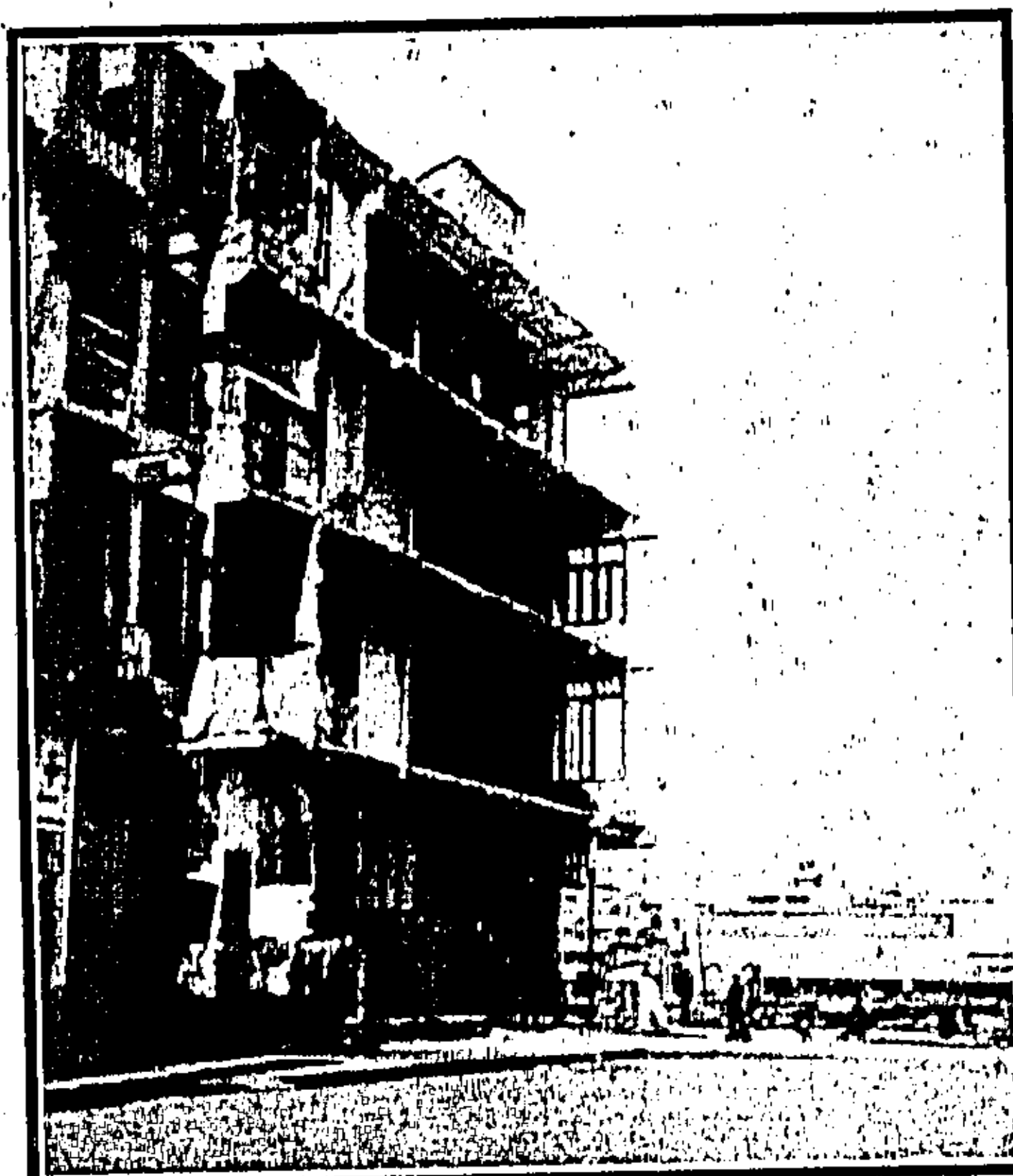
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This group, taken on the occasion of the recent wedding of Mr. Cheng Ching-wai and Miss To Fung-kwan, shows the bridal party together with relatives and friends. (Photo: Mee Cheung).



The Rev. E. A. Armstrong, the new Assistant Chaplain at St. Andrew's Church, Kowloon. He has recently arrived in the Colony from Ipswich.



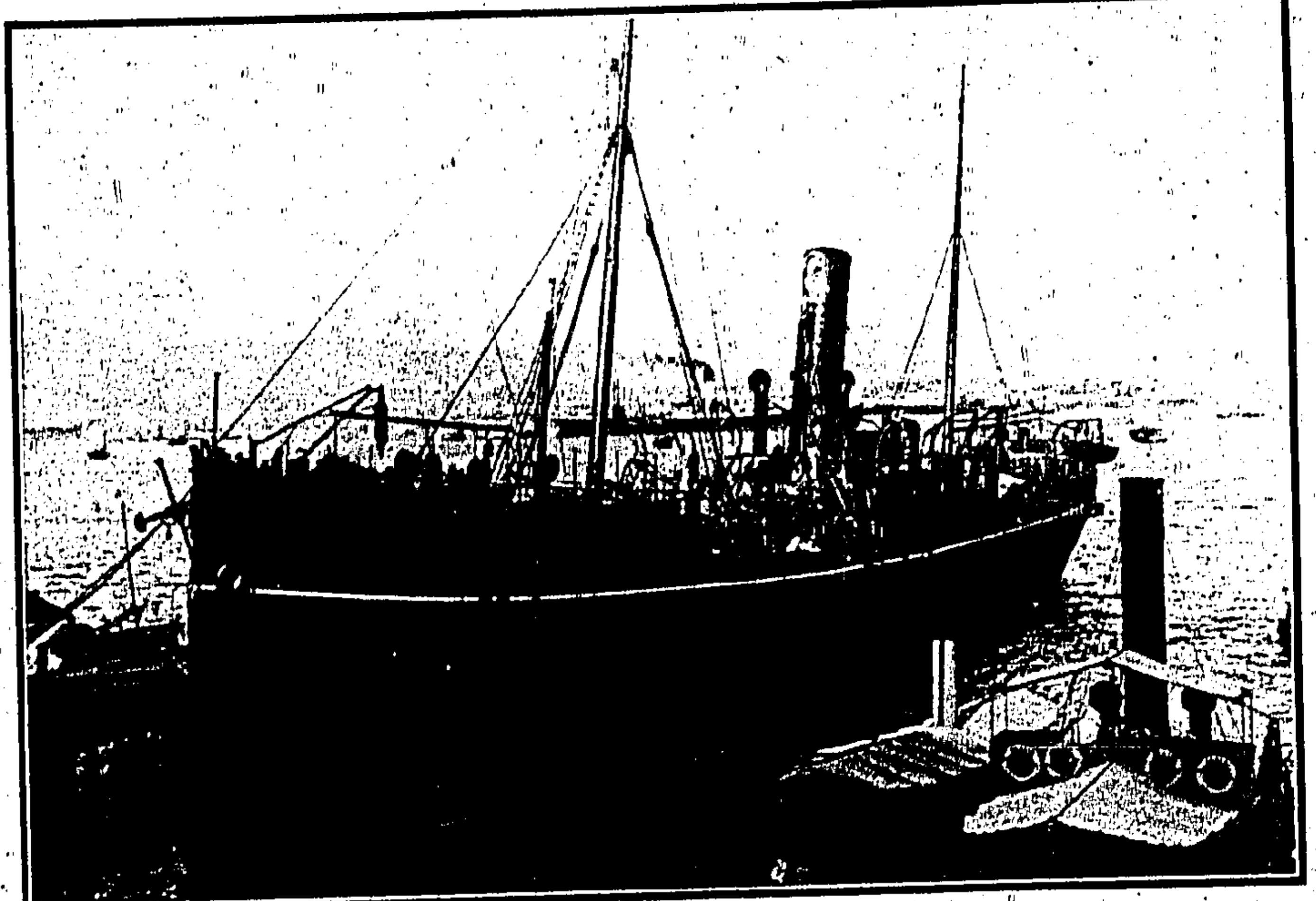
This picture shows one of the largest buildings on Honam Island, opposite Canton, cut in half in order to make room for the new maun. The premises have remained in this condition for some months.



Photograph shows some of the members of the Mounted Infantry Company of the Hongkong Volunteer Defence Corps attending the camp in the New Territories. (Photo: Mee Cheung).



Mr. Ezra Abraham leading in The Ape, winner of the Subscription Griffin's Championship last Saturday, with Mr. Harriman up. (Photo: Mee Cheung).



The s.s. Halching is here shown lying alongside the Douglas Company's wharf after her experiences at the hands of pirates. It will be observed that the bridge superstructure has been completely burnt out. (Photo: Mee Cheung).



Group taken after the wedding, at St. Andrew's Church, Kowloon, on Tuesday, of Mr. H. A. Settle, chief officer of the s.s. Kiangsu, and Miss Margaret Carruthers. The bride was given away by Capt. J. A. Richards, master of the s.s. Kiangsu.



The Heroes of the Halching piracy, not including Mr. R. Perry, the Chief Officer, who was in hospital at the time this photograph was taken aboard the damaged ship. Left to right:—Mr. A. J. Johnston, Second Officer; Capt. O. H. Farrar; Mr. F. C. Duxon, Chief Engineer; Mr. E. Kewell, Second Engineer; and Mr. A. de Mello, Third Engineer. (Photo: Mee Cheung).

PETROL'S FORGOTTEN PREDECESSORS.

[By H. Forward.]

[By Arrangement with the Morris Owner.]

At this distance of time it seems very likely that the earliest experiments in the direction of mechanical road locomotion have passed into the realms of obscurity, helped on by the active antagonism of their contemporaries, ruthlessly and unmercifully. Like all innovations, their well-meant contrivances were calculated inevitably to arouse very strong opposition in established and conflicting interests, and it may be supposed, therefore, that the paths of the pioneers were rough and full of difficulty.

The seed of the husbandman never fell upon stonier ground than the tracks, dignified by the name of highways, which the crude efforts of those forgotten enthusiasts were called upon to negotiate. And in any case, if we may judge by the reception accorded to their successors, the first experimenters of whom we have more or less reliable records, it is safe to assume that, so far from receiving encouragement, they were more likely to have been classified as a particularly objectionable brand of sorcerers, and dealt with in the approved fashion of the day.

An Early French Effort.

One of the earliest attempts about which anything definite is known was made by a Frenchman named Cugnot in 1769-1771. This ingenious gentleman actually built a vehicle propelled by steam, which one might be excused in these days for thinking to be worthy of the best traditions of Mr. Heath Robinson. Briefly, it was a machine having three road wheels, the foremost of which was driven by a pair of cylinders located vertically above it. These cylinders were of 13 in. bore and stroke and transmitted their energy through the ordinary medium of connecting rods to ratchet wheels on the axle of the front wheel. Suspended in a cradle in front of the whole chassis was a round boiler of pudding-like aspect. The driver of this interesting engine sat on a precarious seat attached direct to the chassis between the wheel centres.

William Murdoch's invention. In 1784, William Murdoch, who was employed as an assistant to the celebrated James Watt, made a small steam model designed to

run on ordinary roadways. Like M. Cugnot's machine, this was also a three-wheeler, but it was a serious step forward in its general conception. It employed a vertical boiler with a cylinder set into a steam dome at the top, the piston rod thrusting upwards against a beam which, in turn, impelled the driving wheels by means of a long connecting rod and cranked axle. Murdoch's idea incorporated the long stroke theory, for his cylinder dimensions were 3½ in. by 2 in. bore and stroke respectively. Legend declares that Murdoch was popularly accredited with diabolical dealings, when his model was suddenly encountered in full flight one evening at dusk by some nervous local worthy. Certainly the sight of the strange machine, furiously hissing and emitting a small shower of sparks, may well have daunted the foot passenger coming upon it unexpectedly, but this story is discounted by evidence that the model was, in fact, demonstrated in a room, where it was made to carry a load consisting of the fire shovel, poker and tongs.

From the foregoing it will be seen that men were seriously employing their ingenuity to tackle the problem of improvements in road travel. A Cornish mine engineer, Richard Trevithick, has been given the credit for the first practical steam carriage, for in 1802 he evolved a curious vehicle having huge wheels. So far as one can learn, this was a serious attempt at a conveyance professing some claims to the comfort of its passengers, although the great size of the wheels will, not unreasonably, excite doubts in the matter of ingress and egress.

The Cornish Wizard.

Trevithick's steam carriage had a single cylinder disposed horizontally, which imparted motion to the huge road wheels through a somewhat complicated system of cross-head and connecting rod acting on a countershaft, and thence by massive gear wheels engaging with still larger gears on the rear axle. Separate clutches, of a primitive type, on each side of the countershaft, were used, which indicates that the need of some form of differential was appreciated. The boiler was accommodated at the rear between the chassis members,

and a natural draught for the furnace was induced by a long chimney dominating the whole rear view of the vehicle. This elegant equipage needed a crew of two men, one on a platform behind being employed in keeping the engine in steam, whilst the "coachman" in the full dignity of a top-hat, graced the box seat and steered.

David Gordon, another inventor, conceived the idea of utilising mechanical "horses' feet" as a means of propulsion, and took out a patent to that end in 1824. His method was to employ six hollow iron legs shod at their lower ends with "feet," such legs depending from a cranked shaft and actuated by connecting rods between the lower ends of the legs and a second cranked shaft coupled to and in the rear of the first one. These connecting rods, or "lifting rods," as they were termed, embodied a telescopic action, spring controlled, to allow for inequalities in road surface. The method was eventually abandoned, however, as although the experimental carriage worked fairly well, it was deficient in speed, even after trials had been made over a period of years and different types of boilers employed.

The Birth of the Differential.

About this time experimenters were seeking for a means to obviate the cumbersome and inconvenient separate driving wheel clutches, and the year 1827 saw the birth of the differential. This device has been of paramount importance in the development of road traction, and the honour of its conception belongs to M. Onesiphore Pequeur, of Pau de Calais. The Pequeur differential was substantially the same as that in use to-day, and in the inventor's patent he gives it as his opinion that, had they known of the principle, the English engineers "would probably have established locomotives and steam coaches a long time ago."

In 1829 Walter Hancock put on the road a steam coach which, in accordance with accepted coaching practice surviving to-day, he named "The Sun." This was quite an ambitious vehicle, weighing three-and-a-half tons with fuel and water, and had an average speed of some nine miles per hour. The power unit comprised two vertical cylinders placed over the rear axle, which was, of course, cranked, and this axle was carried in a "flexible" framework. The road wheels floated loose on the axle and in this instance, again, we find a separate clutch to each wheel employed in lieu of a differential

proper. Combustion of the coke fuel was accelerated by the blast from a fan mounted beneath the chassis in front of the rear axle, and driven by a chain from a wheel thereon.

As long ago as 1835 a company was formed with the ambitious intention of running a service of steam coaches between London and Birmingham. The company had a large capital and proposed to employ vehicles built by a Dr. Church, of Birmingham, who had introduced several improvements, the most notable of which were what were termed "elastic" wheels. These were constructed with rims of several layers of broad wooden hoops covered with thin iron, and these treads, which were very wide, were connected to the hubs by spring spokes. By this time, of course, considerable advance had been made with engines and boilers, and it was found that Church's coach had a good turn of speed, having made a journey of some few miles with a load of forty passengers at the rate of fifteen miles per hour. Constant misfortune, however, attended Church's coaches, and ultimately it was realised that such heavy and elaborate machinery would not stand up to the road conditions of the period.

When it is remembered that a speed of fifteen miles per hour over good roads was regarded as bordering on the reckless, it may be supposed that they were adventurous spirits, those forty!

Conflicting Interests.

It has been remarked that the earlier inventors of mechanical road vehicles were hampered at almost every step by the opposition of various sections of the public, more particularly those whose vocations were directly or indirectly concerned with existing means of transport. This opposition was exceedingly bitter and took many forms, according to how high ran the feelings of the "privileged" parties, and it can be readily imagined that such minor mishaps as were bound to occur to the early steam coaches were seized upon by their enemies with avidity, until finally action was taken in Parliament to regulate the use of steam vehicles or light locomotives upon the public roads.

This action by the authorities gave the opponents to the movement their great opportunity, and such weight was brought to bear upon the legislators concerned by the opposite faction that the ultimate effect was to cripple, for the time being, the development of the industry.

INTERNATIONALITY OF THE AUTOMOBILE INDUSTRY.

The Motor Car is Welding the People of the World.

[By James D. Mooney.]

Century upon century man stood rooted to the soil or the crude pavement of the environs of his birth, aspiring perhaps but his dreams confined by a horizon no farther away than the limit of physical endurance of man and beast, or the vagaries of wind and tide.

If he were fortunate, he might know what his father taught him, or he might learn from schools circumscribed by a horizon not much wider than his own. Books might come his way but they were few and their content again limited by the narrow experience of man. Infrequent travelers might bring him pictures of far places, strange peoples, but always his impressions were distorted, particularly if he were the common man. Nothing in the experience of the common man afforded glimpses of proper hue or true proportions, or accurate perspective with which to paint a picture of fellow human beings, their thoughts, their values, their accomplishments perhaps no farther away than beyond a range of mountains, across a torrid plain.



James D. Mooney, president of General Motors Exports Co. which does the largest overseas business in the world.

So, for centuries, small groups of men lived in their darkened theatres, playing their same little parts over and over, with no knowledge of what lay beyond the doors.

Then one day a daring soul peered through a crack and pushed the portal open, a little way. The principle of the wheel had been discovered. Man tied an animal to his first crude cart and cruised up and down his particular lane. There, for lack of the development of communication which might have stirred his imagination and stimulated a desire to go farther, he cruised for centuries longer.

Ignorance of each other being almost universal, it naturally followed that when there was contact there was conflict. Wars crowded upon wars, wars within nations, wars between nations.

Wasteful and slow as this method of developing civilization undoubtedly was, it served an important purpose. A considerable portion of mankind finally slashed a way to the right to think and do much as man pleased. Possessed of this right man cast restlessly about to see what he would do with it. The dawn of the industrial revolution of the nineteenth century was the result. Man began to find easier ways to produce the things he needed for mere existence or wanted for mere pleasure.

There was no real industrial development until, upon the heels of the revolution, the age of communication dawned—one of the profoundest changes in human history. In rapid sequence there came the steamship, railroad, telegraph and telephone, all facilities for the quick movement of men, their goods, their thoughts. The dam broken, the beneficent flood poured out, picked up the common man and whirled him on and up. I emphasize the common man because he has been lifted to a level of social organization within the past thirty years reserved for thousands of years for princes. This has meant an unleashing of mental capacities, productive of the uncounted wonders of our age, and prophetic of no one knows what fundamentals of understanding, peace and happiness in years to come.

Invention and development of the steamship, railroad, telephone

and telegraph was not, however, the full freeing of man to motion. Rather it was the foundation. These utilities represented in the main mass transportation, vitally necessary to preparation of the social structure for still another development. There grew from this foundation of communications the ever towering of structures of radio, aircraft and the motor car. Of these, the one touching the lives of the most people and contributing the greatest to their happiness and individual prosperity, I believe I can say without question, was the automobile. In fact, it does not seem to me to be an exaggeration to say that the motor car is the greatest creator of wealth the world has ever known.

Let us examine that statement with some minuteness.

The automobile has given to man a means of rapidly moving himself and his family from place to place, not only within his own immediate neighbourhood, but far afield. It has given him the personal facility with which to move his goods in comparatively small quantities cheaply and with unheard of rapidity, upon short hauls—even comparatively long hauls. He no longer is dependent upon the restrictions necessarily imposed on mass cooperative transportation. He moves when and where he pleases.

In a general way this was bound to result in his greater prosperity. Moving about himself he obtained first hand knowledge of sources of supply, new methods of manufacture and new markets. His health was bettered. The increased happiness of his entire family was reflected in his own great animation. Everyone can understand that it is not mere coincidence that national standards of living have gone up wherever the motor car has come into general use. The United States affords the best proof of this as an accomplished fact, but there are a score of countries to-day where one may see the fact working out before his very eyes.

As rapidly as the far corners of the world take to rubber-tired personal locomotion, universal prosperity grows. This is true because the automobile is not a product of one country. In the process of supplying the transportation, universal prosperity grows. This is true because the automobile is not a product of one country. In the process of supplying the transportation needs of the individual, the wealth of the whole world is builded. The raw materials which go into an automobile are not produced in one, or a dozen countries. They come from scores. If the United States or France, or Spain or Latin America were suddenly to be shut off from communication with the outside world, the production of motor cars would almost halt.

Specific economic benefits to the hundreds of thousands of men throughout the world engaged in the direct process of manufacturing motor cars are enormous and obvious. But back of these there open endless vistas of employment and profit for countless other individuals. In order that the direct processes of manufacture may go on there is employment for the rubber plantation workers of Java, iron miners of America, cotton workers of India and Egypt, tenders of the silk-worm in Japan, cork-cutters in Spain, the men who produce tantalum, tungsten, barium, nickel, wood, resin, cupentine, asbestos and many other materials from scattered lands which go into the motor car.

Countless employees of steamships and railroads who haul these raw materials to the factories and transport the finished product retain their share of the golden flow. The men who sell and service cars, the men who draw oil from the earth, transport it, refine it into gasoline and lubricants, distribute it to the thirty-two million motor cars now being operated in the world, constitute another huge army of the benefited.

The very ground over which automobiles are driven has been increased in value by that travel. Suburban realty values have mounted with the demand for homes away from the congestion of cities, a demand impossible without the automobile as a quick, personal means of transportation between home and place of employment. Productive farm lands which were low in value because of distance from trading centres have mounted as the automobile brought city and farm within easy reach of each other.

The city worker is a better thinker and doer for being able to live closer to the open spaces, while the rural dweller is made a happier and more productive citizen by his multitude of new contacts with urban life.

The motor car has outstripped all forms of communication which preceded it. Go into the tropical fastnesses of the West Coast of Africa where the railroad, telegraph and telephone have scarcely been heard of. Beside rude huts you will find motor cars. Before long, huts will be rude no longer. The telephone, the telegraph, the radio, the railroad, the airplane will follow the trail cut by the motor car.

If there were not these concrete evidences of the creation of wealth by the motor car to bear out the declaration that it is the greatest in the world's history, there would remain one benefit sufficient to justify such recognition. The motor car has become the greatest single welder of peoples of all races, creeds and colours.

Pass over the fact that the motor car has caused many people to intermingle, to exchange thought and goods. That is one of the factors that makes for internationality. But the greatest force for the promotion of world wide goodwill, understanding, peace, is the very internationality of the manufacture of the motor car. We recognize that no one nation can build a motor car without materials from scores of others. Already the motor industry is following the motor car to the frontiers. Automobile factories dot the world. Likened the world to a leaf. The automotive industry is becoming the chief circulatory system of that leaf, ever pushing and strengthening the channels through which commercial life flows.

As the industry grows the nations are bound to become more and more commercially interdependent. And nations commercially interdependent find a way to avoid quarrels.

Is it too much to expect in the not distant future that the indispensable utility of family life to-day shall become the artery through which the priceless boon of world friendship shall circulate between all the civilized nations?

DESERT PICKED FOR RACES.

Two important automobile races are to be run next year from Algeria to the Sudan. The more important of the two will be known as the "Grand Prix du Sahara." These races will be a landmark in the history of the great African desert. They will show the world how the actual means of communications across the sand hills or along the stoney wilderness, have been made easy. New tracks have been created and the old camel caravan ones greatly improved. The tracks over the Algerian Sahara now cover about 3,000 kilometers.

HIGHWAYS IN JAVA.

Some of the most beautiful highways in the world are on the island of Java. Trees, planted along the roadsides, have a charming effect on travel on the island, more than 15,000 miles of road being shaded.

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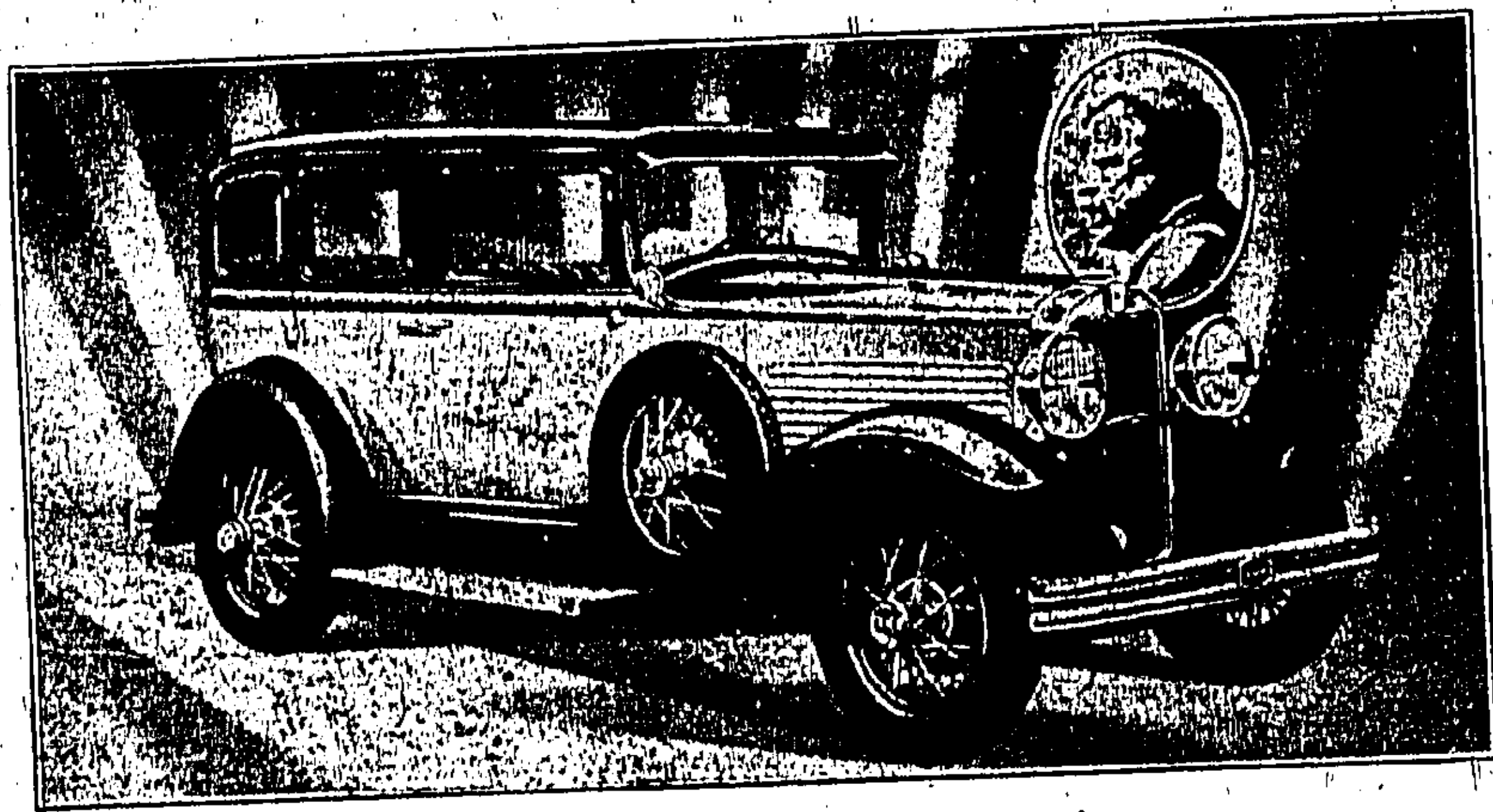
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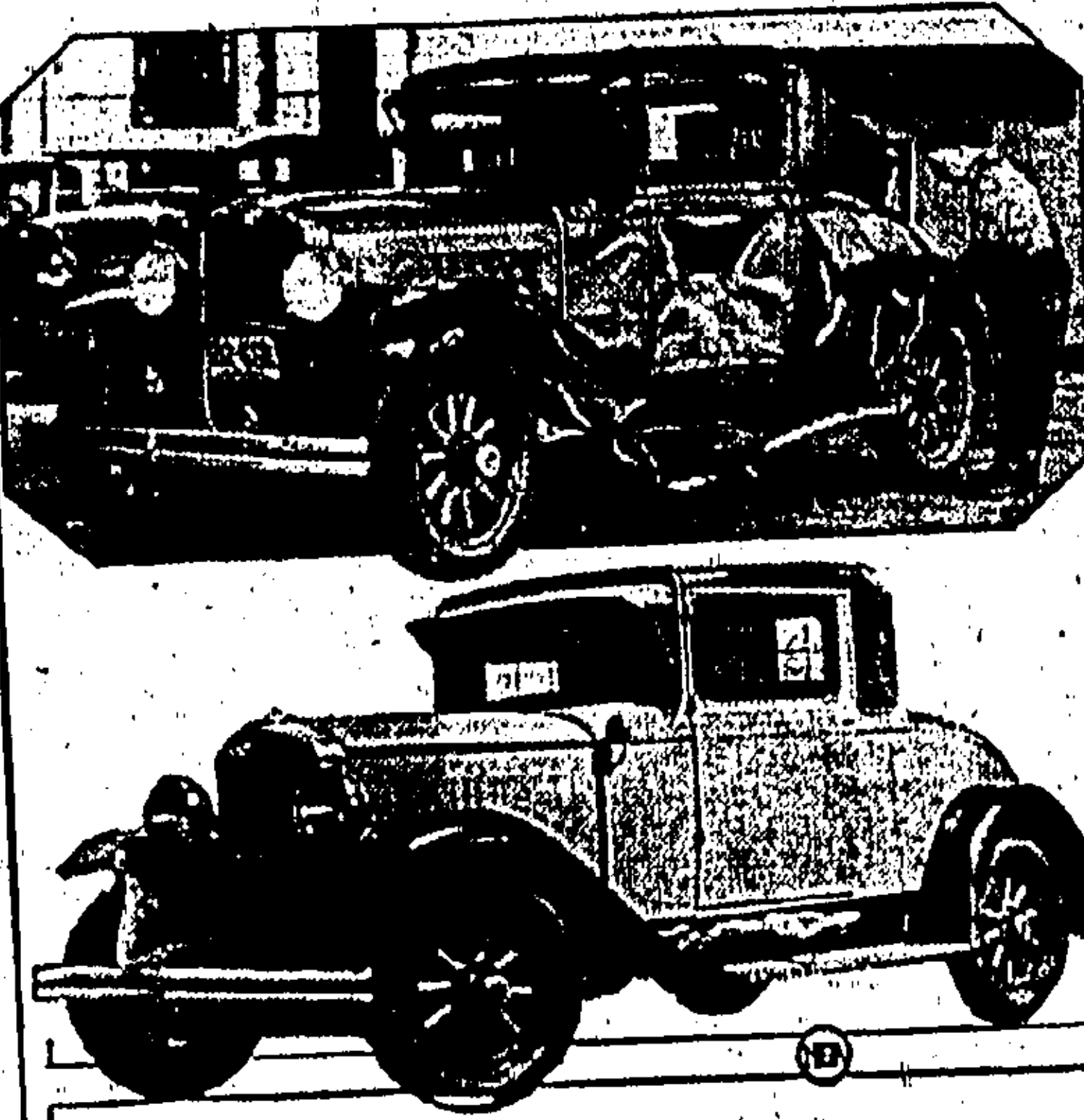
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The "before and after" of a smash-up is shown in the two views of the same automobile, above, at the right, before and after the body repair man takes charge. At the left, R. L. Marble of Cleveland is painting a repaired door the same colour it had before the accident.

[By James F. Donahue.]

Cleveland, Nov. 30.—One branch of the automotive industry, the auto body repair shop, probably does more for unfortunate motorists than any other division.

An automobile manufacturer has a comparatively easy time making a new car. Each part is made to fit, and does. But the repair men have a lot of trouble in straightening fenders that are dented and torn, bodies that are crushed in and frames that are knocked out of line.

"If they must wreck their cars, there must be someone who can fix them." This statement, from R. L. Marble, body repair man of this city, is the reason for the springing up throughout the country of thousands of auto body repair shops.

"A new car looks nice. But let it get a damaged fender, a smashed-in rear end or a torn top, and the nice look is gone," says Marble.

Cars Can Be Rebuilt.

"Naturally, a man with any pride wants to get his car to look as near new as possible. He can't send it all the way back to the factory for repairs, so the body shops have sprung up. Here he can get any repair done, from straightening an axle to reconstructing and repainting an entire job."

The process of repairing wrecked cars is an art itself. Here the worker gets nothing like the perfect-cut panels, smooth surfaces and correctly-shaped parts to work with. Instead there are bodies twisted out of shape from the force of an impact with another car or telephone pole. The frame may be bent, and if so the entire body must come off the chassis before it can be straightened.

In the case of a bad wreck in which the frame is bent, the body

is removed and while the frame is straightened by means of heating with an acetylene torch, the body is worked on.

Removing the dents from the body is called "doling" and the dents are sometimes called "dings." A tool used in this process is a "dolly," a shaped piece of steel which the "ding" man holds underneath the metal to be reshaped by his hammer blows from above. After the fender or body is straightened in this manner, it is filed and smoothed down with an emery wheel and then sanded and made ready for the paint shop.

Welding and Soldering.

Where dents can't possibly be dinged out a solder is used as filler. When the metal is torn in places, the acetylene torch is used and the tear is welded together.

In the paint shop, a car is prepared for painting by sanding, or if the paint is old and cracked, it is removed with a paint remover and the new coat of paint is built up from the bare metal.

With the modern spray gun and fast drying paints, however, it is possible, where the place repaired is small, to paint that spot to such a degree of perfection that a difference between the new and old paint can hardly be detected.

The spray gun used in these shops is an exact duplicate of those used by manufacturers. The paint is placed in a cup, and the gun fitted into it. A hose connected to a compressed air tank is then attached, and by means of a trigger, a fine spray of paint is "shot" on the job with a motion similar to that used with a brush.

After the Elusive Squeak.

Other divisions of body repairing enter into a bad wreck which makes lots of work for the repairmen. If a top has leaked for a

time, the wood rots and the woodwork has to be replaced. Upholstery has to be repaired in some cases and squeaks taken out.

"Removing squeaks," says Marble, "is probably one of the smallest yet most difficult jobs we encounter. A squeak is elusive. To find the source of one sometimes means hours of driving and working. In some cases it is impossible to charge a customer full time for such a job because it takes so long to locate the squeaks and it seems so simple to the average motorist to find."

"Many things enter into fixing a job which a customer doesn't realize when he brings a wreck in to us. A bent frame cannot be readily seen until the wheels have been lined and the frame squared up. A fender might seem in fairly good shape. But it generally takes more time to fix it than a customer thinks."

Wrecks are Misleading.

"For this reason, we encounter customers who think they are being overcharged because it takes more time to fix a car than they think it should. But from experience, we find that we can generally hit within a few hours of how much time it will take to complete a job."

The biggest job Marble ever tackled was a sedan, which was completely demolished from front to middle, including the radiator, hood, front fenders and side-pan, cowl, doors and door posts. The motor and everything else had to be repaired. It took two weeks to complete the job and it cost \$445.

The biggest day in the repair game according to Marble is Monday or the day after a holiday. This, he says, is because of the large number of motorists on the highway over the week-end and the increased number of wrecks during that time.

WEATHER HOUSE.

For Testing Effect on Motor.

NOVEL DEVICES.

General Motors Proving Ground, the 1268 acre outdoor laboratory near Milford, Michigan, U.S.A., where cars accurately tested to find out their performance ability, has added, in response to a demand for greater accuracy, a weather house to its many scientific checking devices.

Adapted, like so many of its companion devices at the Proving Ground, to the sole task of evaluating precisely and impartially all makes of automobiles, the weather house is perhaps the only one of its kind in the world. Unlike other observatories, this one is not a weather forecaster, but a weather "hindcaster" to use a term employed by Proving Ground engineers. It includes in its complete equipment probably the only wind velocity indicator in operation outside of the U. S. Navy. The observatory is operating day and night under the direction of skilled meteorologists.

Weather has always been a bugaboo to automotive engineers, and the Proving Ground has not neglected to place it among the most important factors bearing upon performance. Means of recording temperature and barometric pressure had been in use before the weather house was established. It remained, however, for this compact little building, whose warning flags are dis-

ANTI-DAZZLE LAMP.

Saves Trouble on the Road.

INGENIOUS INVENTION.

We were shown recently an interesting form of anti-dazzle lamp, which has successfully undergone a great many trials and has been commended by a number of competent authorities. Known as the Full Light Safety lamp, says the Motor this consists essentially of a two-piece reflector, the main part of which is secured to the lamp shell and is of the usual parabolic form. The central portion surrounding the bulb holder, however, is mounted on a slidable stem, so that it can be pushed forwards to complete the reflector or pulled rearwards through a distance of half an inch or so in order to produce a non-dazzling beam.

A Diffused Light.

The result of retracting this portion of the reflecting surface together with the bulb is to produce a diffused light over a large area in place of a more concentrated long-range beam, the latter

can be retracted from all parts of the Ground, to place weather computation on an efficient basis. "About 1,000 feet higher than Detroit, with cold winters, warm summers and generous distribution of snow and rainfall, meteorologists agree with automobile men that it is ideally located."

being dazzling to an oncoming motorist whilst the former is altogether innocuous. The diffused light is said to be sufficient for normal driving requirements.

An ingenious electrical control is provided to operate the slidable part of the lamp in a positive manner, and this part is securely locked against movement in each of its two positions. The substantial and reliable character of the mechanism has been demonstrated by fitting it to a solid-tyred lorry engaged upon nightly runs between London and Birmingham, and it has been in service for many months without giving trouble.

The driver is provided with a pair of push-buttons controlling electrical circuits in the following way:—Pressing one of them allows the current to pass through the coil of a solenoid threading which is an iron rod on which the bulb and reflector are mounted. The solenoid then pulls the rod rearwards against the action of a light spring and it is also pushed upwards by a spring-loaded ball, which causes a notch on the rod to engage with a flat surface, so locking it in position.

Somewhat Bulky.

The button can then be released, no current being required to hold the rod against further movement. Pressing the second button allows current to pass through the coil of a small electro magnet, which has the effect of pulling the rod downwards against the spring-loaded ball and so releases the notch; the coil spring then pushes the rod forward until the limit of movement is reached. In each case the current flows during only a short period of time, so that the consumption is small.

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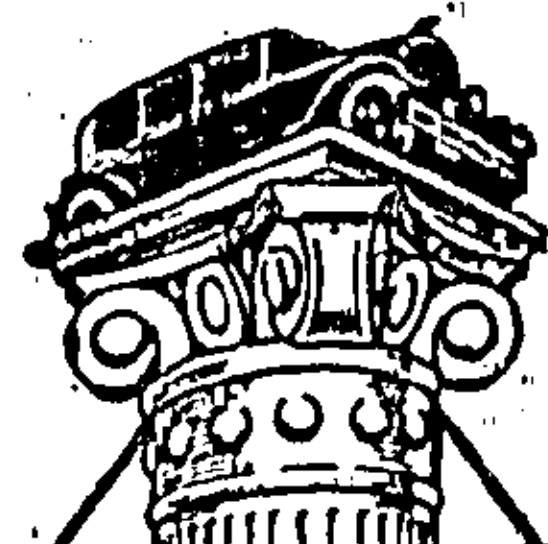
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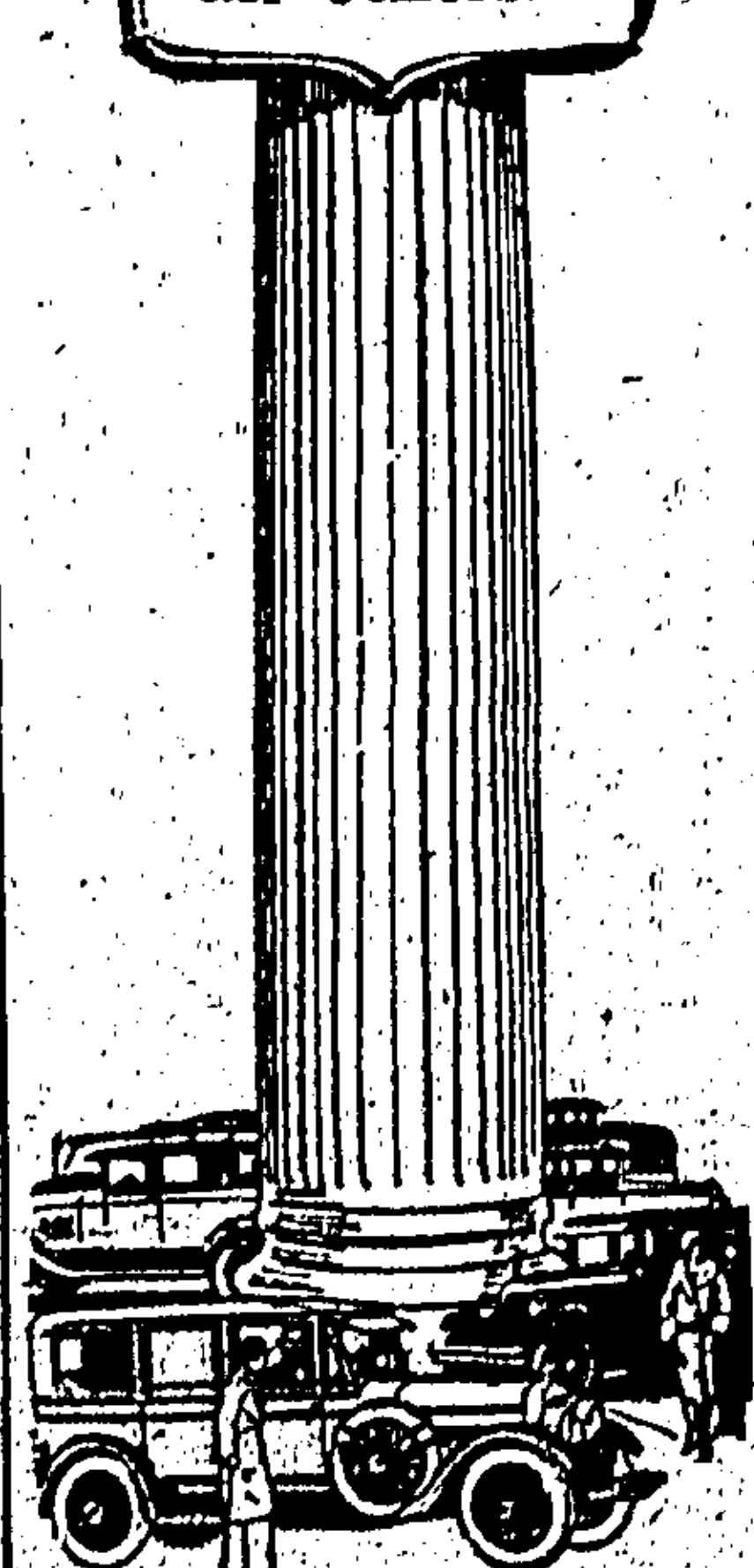
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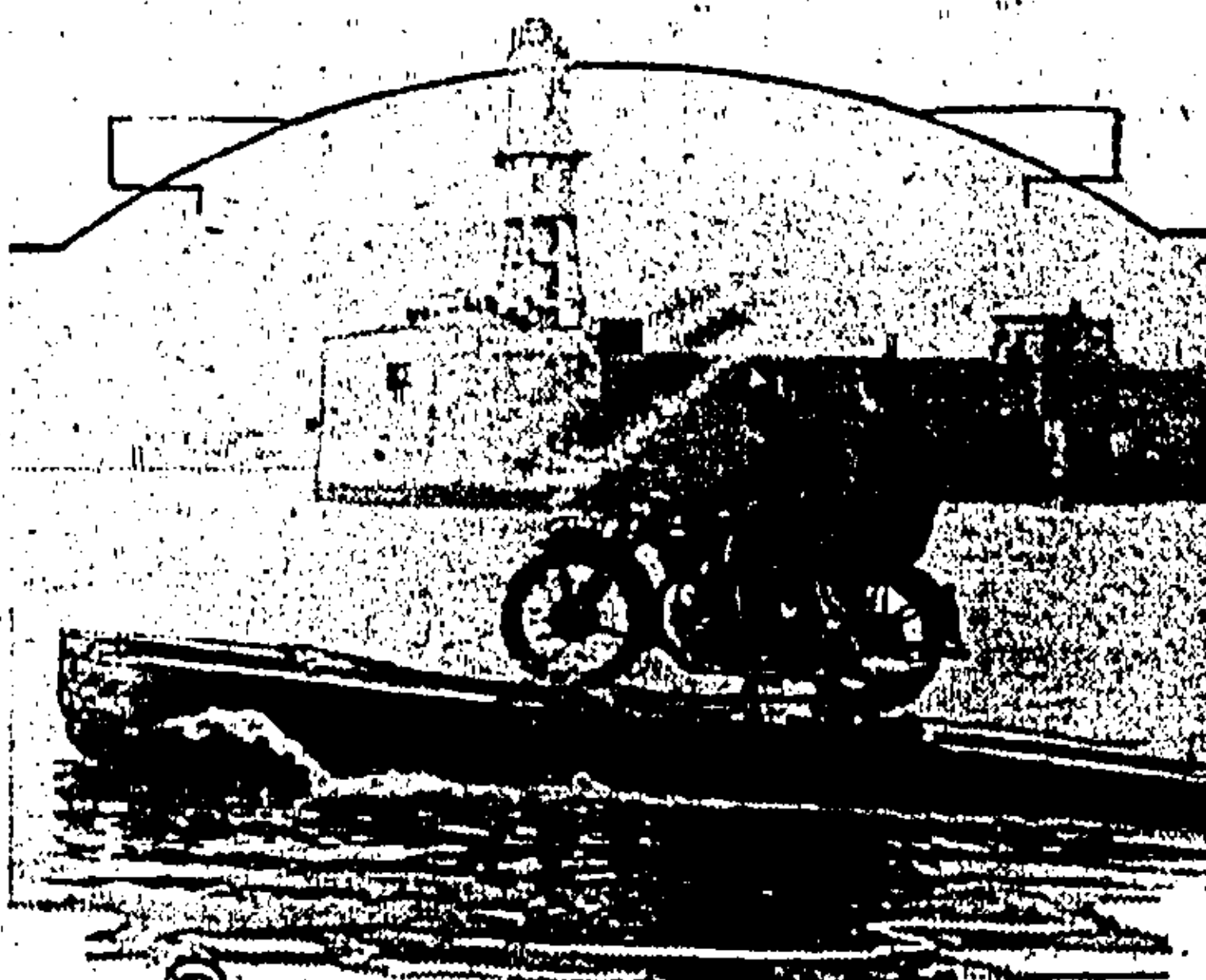
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CROSS CHANNEL BY MOTOR-BIKE.



Across the English channel and back, 20 miles each way, went this pair of motorcycle enthusiasts—without even getting seasick. With H. S. Perry driving and M. Thacker in the rear seat, they drove from Birmingham to Dover, then with floats fitted sailed across the channel and back. The machine ran at half throttle almost all the way and the lone spark plug was covered at times with heavy salt spray, but no trouble was experienced.

"DON'T TALK ROT."

Of Course You Want A Car.

[By L. T. B.]

Now don't talk rot, old fellow. Of course you want a car. Allow me to know what you want better than you know yourself. I know for a fact that you have seventeen-and-sixpence left over every week after you've paid the instalments on the piano and wireless set and vacuum cleaner, and that it's burning a hole in your pocket, so come on.

Here we are at Olympia. I believe it's half-a-crown to go in. If you've got five bob handy while I fumble—don't scowl like that, man. Hang it all, I'm doing you a good turn by helping you choose a car, aren't I?

Now look at this beauty, old fellow. Eight-cylinder Poshione; stream-lined figure, epileptic springs, portable cooking range for the chauffeur, and equipped

with wireless set complete. Television apparatus installed. If required, look posh, eh, standing with its steam up just outside your tiny bungalow, and the chauffeur can always share the kennel with Fido.

Bit too big, eh? All right, there's no need to swear about it; the salesman might not like it. Have a squint at this smaller one; I've always had a weakness for these six-cylinder Speedos. Observe it. The low slung chassis and narrow body are all the rage since diesel became the rage.

Humane lighting set, too, guaranteed to strike a pedestrian momentarily blind before he knows what has hit him, and a patent fender to toss said pedestrian aside after the impact. Cheap at a little over a thousand, you'll agree. Here comes the salesman with a face like a Greek god and the voice of a wireless announcer.

Hey... hey, don't run off like that. If you don't want to buy the car, say so, instead of bolting off like that on top rear, or I'll begin to wish you hadn't asked me to choose a car for you.

Now, be sensible. Don't get flustered. Have a glance over this four-cylinder 22 h.p. Roadley. Can't say I care much about it myself—a trifle too plebeian—but it has its good points. The salesman always gives a cigar to each purchaser. You don't smoke cigars? Oh, well, let's have a look at another model; I've certainly heard worse reasons for not buying the car.

Give this Chummy Nine the once over, old man. I believe they call it the Chummy model because once you get wedged in the seat your stick closer than a Scottish legatee. All-fabric body, tip-up seats, cigar lighter, and fitted up like a real car. They give you a little bowl marked "Dog" when you buy the car, because it comes in handy for a pet Pekinese.

You don't want that one? Jerusalem crickets! Let's look at something smaller then. Here is the Infant Six. Here, can't you see it, nestling behind that little pile of booklets? Ideal for the man who parks his car under the bed.

Eh? What? You've got a car! You top-sided galoot, why the heck didn't you tell me so before? Eh? Smaller than the Infant Six? A Teeny Four, Jimmy! but I'll buy you something. I'll get you a tin of insect powder. The darned little thing must irritate.—Er.

CHANNEL CROSSING.

Made by Motor Cycle.

NOVEL STUNT.

Considerable interest has been shown in the journey from Dover to Calais and back recently accomplished on an Ariel Motor Cycle under its own power, by Mr. H. S. Perry.

It may be said at once that there was never any suggestion of an attempt to beat any motor boat records. The enterprise was entirely a test and a demonstration of certain of the qualities of the modern British motorcycle. As evidence of this, it is pointed out that the journey was officially observed from an accompanying motor boat by a representative of the Auto Cycle Union, the governing body of the sport of motor cycling in Great Britain.

Motor cycle engines, unlike the usual car engine, are air-cooled, and one of the objects of Mr. Perry's venture was to demonstrate that this system is able to cope with the most arduous conditions. Normally, in Great Britain, the speed of a motor-cycle increases if the power-output of the engine is increased, and so the rush of air past the cylinder is always sufficient to ensure adequate cooling. When hill climbing—and particularly when a low gear is used—this does not apply because greater power is developed without any corresponding increase in speed. But in England such conditions are of short duration.

In other parts of the world, however, cooling systems are much more severely tested by the natural conditions which may include mountain passes many miles long, for example. During the cross-channel journey, the engine was continuously at work developing some three-quarters of its maximum power and yet the speed of the machine was only some eight or ten miles an hour, instead of fifty or sixty as it would have been on land. This was partly due to the fact that the total weight carried was about 800 lbs., and partly to the effect of the currents and tide, but the reasons for the difference are not so interesting as the fact that this Birmingham-built Ariel motor-cycle functioned quite satisfactorily throughout this long period during which it was, by all normal standards, very seriously under-cooled.

Another aspect of the test was that from time to time, as waves broke over the machine, cold sea water was splashed on to the hot engine. Only a few years ago, such drastic treatment would almost certainly have resulted in a cracked cylinder, but in this test there were not even signs of distortion. This result is of considerable importance in primitive countries where rivers are usually unbridged and road conditions are so severe that a low gear is required for many miles on end. With such a machine as this Ariel it is clearly quite safe to ride through the fords or drifts.

For that purpose and also in very rainy countries, it is essential, of course, that water shall not be able to get into the magneto and the other electrical apparatus connected with the ignition. For these eventualities would put the engine out of action. Here again, the cross channel journey demonstrated very thoroughly that no fears need be entertained on this score. It should be noted that no special precautions were taken to waterproof any part of the machine; even the magneto and the sparking plug were just as fully exposed as on the standard motor-cycle when used on the road.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

TOWING AND BEING TOWED.

Not a pleasant subject, by any means, but sooner or later nearly every motorist, either requires outside power to move his own car or finds himself in a position to give tractive help to some unfortunate fellow motorist. A rope is usually the most readily obtainable towing connexion and it should preferably be not smaller than three-quarters inch, used double, and long enough to keep the two cars at least ten feet apart. Its ends should be threaded through one of the front spring ends of the towed car and through the rear end of the rear spring of the towing car, on the same side, and knotted together securely. The longer the rope, the better the starting strain is distributed through it and the less chance there is of collision between the two cars, but too long a connexion increases the liability of cars on intersecting streets, failing to recognize the towing operation and running into the rope. Wire cable makes an excellent connexion, if there are suitable means of fastening the ends and a long chain with hook on its end is better than anything else. It takes a very heavy pull on the towing connexion to start a car from rest suddenly, but a very slight one comparatively to keep it rolling, and the more gently and gradually the operator of the towed car can start his machine the less danger there is of breaking the connexion. He should move his car forward until all slack rope has been taken up and then speed up his engine a little, on low gear, and let in his clutch just as gradually and gently as he possibly can, to avoid any jerk likely to break the rope. He should move his car forward until all slack rope has been taken up and then speed up his engine a little, on low gear, and let in his clutch just as gradually and gently as he possibly can, to avoid any jerk likely to break the rope. He should drive very slowly, avoiding sudden slowings down, which might invite a collision, and also sudden accelerations, especially when the tow-rope is slack. His arm signals should be pre-arranged with the towed operator and most carefully made to avoid misunderstandings at turns. The operator of the towed car should try, by using his brakes to prevent the rope from getting slack, should always be prepared to stop without "bumming" the towing car and should watch and follow the leading operator's signals constantly. Starting Oil-Flow in Cold Engine.

Question:—Would it be good policy for me to put counterbalances on the crankshaft of my Ford engine? Would it be any good to install rear-axle gears of 3 1/4 to 1 or 3 to 1 ratio instead of the standard gears as a remedy for the terrible grinding noise which my car's rear-end makes on a hard pull up hill?

Answer:—We understand that these counterbalances do reduce engine vibration noticeably at the higher speeds and if you drive very fast much of the time, you might find them beneficial. If your present final drive gears were in good condition and adjustment, they should run practically as quietly as gears of higher ratio. You better have your present outfit inspected as to the condition of gear teeth, adjustment of pinion and ring-gear and the condition of the differential thrust-washers and see if this grinding cannot be located and overcome. The gear ratios, which you propose would of course, make your car speedier on the level, but would not have the hill climbing ability which your present 3.64 to 1 gear provides.



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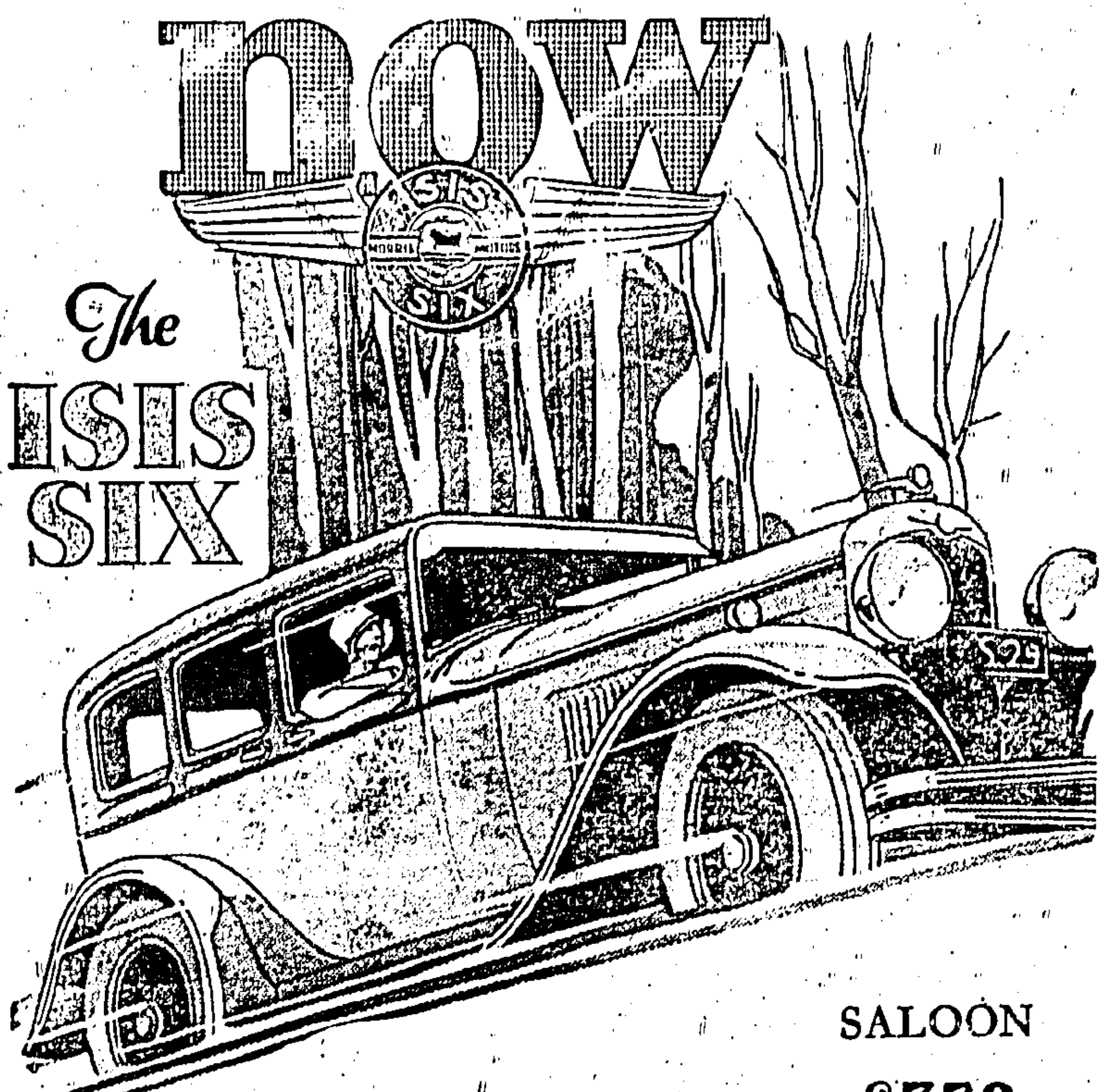
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life and speed, yet which does over 20 to the gallon.

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PAY OF CIVIL SERVANTS.

ROYAL COMMISSION SITS IN PUBLIC.

Questions concerning pay and conditions of employment were asked during the first public meeting, in a Committee room of the House of Lords on Nov. 12, of the Royal Commission on the Civil Service.

The Commission, of which Lord Tomlin is chairman, was appointed to investigate the structure and organisation of the Civil Service, methods of recruitment, and working conditions of Civil Servants, including rates of pay.

Its members are as follows: Duchess of Atholl, M.P., Mr. J. B. Baillie, Mr. W. Cash, jun., Mr. F. W. Goldstone, Mrs. Asyton Gould, Mrs. M. A. Hamilton, M.P., Sir P. R. Jackson, Mrs. Lowe, Sir C. T. Needham, Mr. P. J. Pybus, M.P., Mr. T. Richards, M.P., Sir Henry Sharpe, Mrs. Wintlingham, Mr. J. Bromley, M.P., and Sir A. Pownall. Mr. Bromley has been appointed in place of Mr. T. E. Naylor, M.P., who has resigned.

Treasury Sanction.
Sir Russell Scott, Controller of Establishments Department, H. M. Treasury, giving evidence, said that Treasury sanction was necessary to all scales and rates of salary throughout the Civil Service.

The constitutional position in regard to remuneration and other conditions was that the Minister in charge of each department was responsible to Parliament for the effective management of his staff.

In the event of any difference concerning the staff between the Treasury and another department, the matter could be referred to the Cabinet for determination.

Mrs. Hamilton asked Sir Russell whether a Minister desiring additional staff would have to apply to the Treasury to obtain sanction.

Sir Russell—Yes.

Mrs. Hamilton—Supposing they refused—would the matter stop?

Sir Russell—There is the Cabinet, of course, but nominally, such questions are decided without reference to the Cabinet.

In referring to general regulations issued by the Treasury for the control of Civil Servants, and to avoid diversity of practice, Sir Russell said there was a regulation prohibiting the use of political or other outside influence to obtain advancement in the Service.

Dealing with rates of remuneration and conditions, he said that they should compare well with similar rates and conditions available in competing occupations outside the public service.

It would not be right, he thought, to prescribe for Civil Servants rates which were out of scale with the standards normally obtained amongst good employers outside the Service.

Questioned by Mr. Richards, he said there was a tendency for rates of pay in the Civil Service to be higher rather than lower than those in outside positions.

Mr. Bromley's Question.

Mr. Bromley—You say the conditions of employment compare very favourably with good employers outside. Who are those employers?

Sir Russell—I haven't the names.

Mr. Bromley—I have been seeking them for over thirty years and I thought I had run one to earth to-day. (Laughter.)

Sir Russell was alluding to the conditions of unestablished Civil Servants when Mr. Bromley remarked: "I was a Civil Servant myself once. I was a postboy in the postal service and earned four shillings a week—it was static." (Laughter.)

Dealing with the question of pensions, Mr. Bromley asked: "Is it to prevent a pension being paid

RATHER SWEEP STREETS THAN MARRY.

WOMAN WINS SECOND 'BREACH' SUIT.

A common jury awarded Mrs. Dora Mabel Evelyn Miller, of Clarendon-buildings, Balderton-street, London, W., £250 damages in an action for breach of promise of marriage against Dr. John Martin, of Loring-road, Whetstone, Middlesex.

Serjeant Sullivan said that the parties had been engaged for a long time, and arrangements were made for them to be married, but they were not carried out. In March, 1927, a breach of promise action was brought by Mrs. Miller, but that was compromised, the defendant agreeing as one of the terms of settlement that he would marry Mrs. Miller within nine months of the order of the Court, which was dated December 2, 1927. In June, 1928, Dr. Martin wrote an absolute refusal.

In this letter he said: "Marriage between us is impossible—I would sweep the streets first. I shall remain a bachelor always, for you have taught me a horrible lesson. See you, again I never want to. It would mean a horrible scene and only unpleasantness would result."

There was a postscript, said Serjeant Sullivan, which said: "I mean all this. Be a woman; act like a woman; write to me like a woman. I shall forgive, perhaps, but marry you—never, never, never."

Introduced as His Wife.

Mrs. Miller, in evidence, explained that she was previously married to an American named Miller, who, after she had come away from him in the United States, secured a divorce in Missouri on the ground of desertion.

Mrs. Miller, in cross-examination by Mr. Morris, stated that she had lived with Dr. Martin at Paris and Folkestone and that he asked her to wait for him.

Mr. Justice Talbot—You mean that you lived with him as his wife?—Yes, in 1921.

Mr. Morris—Did you regard Dr. Martin as one of your conquests?—Oh, no, I loved Dr. Martin.

Re-examined by Serjeant Sullivan, Mrs. Miller said that she had been introduced to many people as Dr. Martin's wife. It was a matter of the greatest importance to her that after her relations with him she should become his wife.

Dr. Martin was cross-examined by Serjeant Sullivan.

After a reference to the stay at Monte Carlo, Serjeant Sullivan asked: Didn't it occur, to you, that, having dragged her name in the mud, you might be under some obligation to carry out your contract?

Dr. Martin—I was prepared to do so. If she had behaved like a decent woman I would have married her. But she drove me to distraction, and to marry her would have been madness.

Without retiring the jury returned a verdict for Mrs. Miller and awarded her £250 damages as stated.

Judgment was entered accordingly with costs.

that a temporary may be employed ten, fifteen or twenty years, and still be called a temporary."

Sir Russell—There has always been a temporary or unestablished fringe in the Civil Service because of the uncertainty of the permanency of the employment.

Sir Russell, replying to another question, said that the seven-hours' day had no significance in the Civil Service for more than a small minority. Those within its scope did, in fact, work in a great many cases more than seven hours.

Sir Russell said that the Civil Service was in the van of progress in the use of labour-saving devices. The Commission adjourned.

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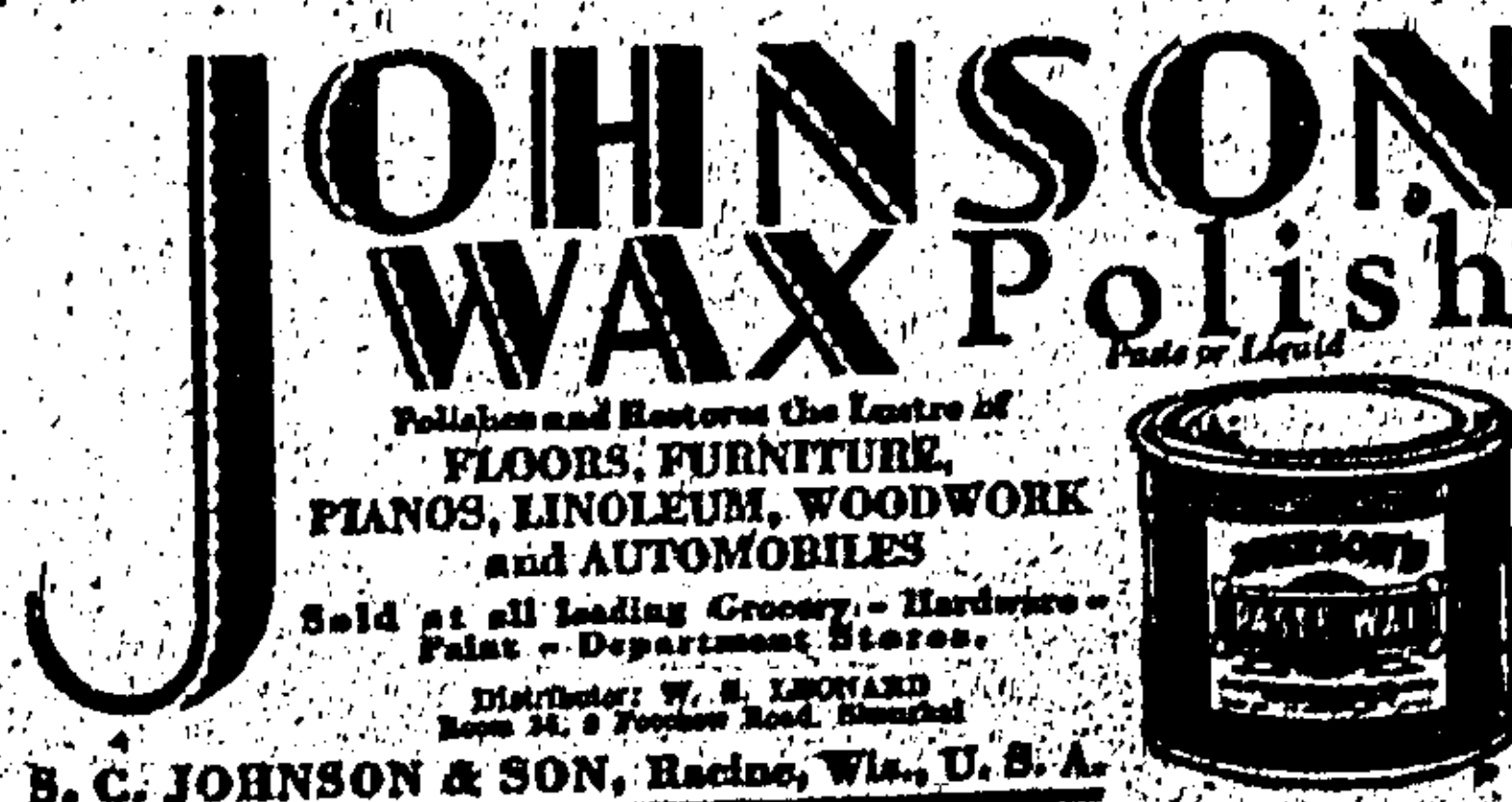
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"Good morning, Miss Shoe, you look positively charming."
"A personal reflection, I assure you, Mr. Nugget."

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**COMMUNIST RULE
IN POSEH.****ALL TITLE DEEDS AND BONDS
DESTROYED.****THREATS OF DEATH.**

Nanning, Dec. 4.
A vernacular paper publishes the following information, gleaned from a refugee, of conditions at Poseh:

Since its retreat from Nanning, the regions along the Poseh River have been occupied by the 4th Battalion under Yu Chok-pak. These engaged in a conflict with the 3rd Battalion stationed at Pingma. The fighting seemed to be so serious that all the shops there were closed and business was at a standstill. These chaotic conditions are still prevailing.

Communism has been adopted at Tung-Lan and Fung San since their occupation by Wai But-kwan, the Communist leader. District governments have been turned into a labourers' and peasants' regime. All guns and rifles owned by the people have to be handed over and all titles deeds and bonds have been ordered to be destroyed by fire.

Revenue is levied according to the number of persons in a house and death is the immediate lot of any one who dares to offer resistance. Besides, the Communists seek to revenge their opponents all over the place, and slaughter is the order of the day.

Communication between Nanning and Poseh is now entirely blocked up and cargoes cannot be shipped up. This results in shortage of supplies, and prices of all daily necessities such as kerosene oil, matches, salt, etc., are soaring skyward. Salt is about \$1.00 K.T. per catty and the poor people there are now starving under such circumstances.

Opium shares a great part of the business in the Poseh area, but owing to the recent political disturbance coupled with the activities of the bandits, no cargo can be imported down river and business is in a ruinous state. The money market is extremely stringent and remittance is difficult. The Yun-nan and Kweichow merchants are therefore refraining from coming to Poseh for the time being.

Most of the Government institutions and schools have been closed one after the other as a consequence of shortage of funds, which have been taken by troops.

**THE PRINCE'S ART AS
SPEAKER.****UNERRING INSTINCT FOR THE
RIGHT PHRASE.**

In his speech to the V.C.'s at the Royal Gallery of the Houses of Parliament the Prince of Wales again showed his unerring sense of fitness as to audience and occasion in using familiar English colloquialisms.

He struck exactly the right note in describing the one outstanding characteristic common to all of them. "It is recruited," he remarked, "from that limited circle of men who see what is needed to be done and do it at once at their own peril; and having done it—shut up."

No phraseology could have better expressed to a gathering of Englishmen—accustomed as most of them are to bluntness of speech—what the Prince wished to convey, and his gifts in this direction are not confined to naval and military occasions alone.

When he opened the North-East Coast Exhibition at Newcastle in May, he referred to the industries of the district. "They have had a good deal of punishment in the last few rounds," he said, "and they are not hit out of the ring, but they are fighting back gallantly with a good Northern punch."

Essentially Human.

"When times are bad—advertise" was his slogan on that occasion and he followed it up by a blunt home truth in slightly epigrammatic form. "We fell behind. To admit it frankly is not pessimism, but rather the first condition of success." Here again, the Prince showed his instinctive knowledge of the best way to reach the hearts of his hearers.

He chaffed the doctors in a speech at the London Society of Medicine some years ago by saying that probably "the only reasons why there were no doctors in the Garden of Eden was that Eve obviously knew the familiar prescription—'An apple a day keeps the doctor away.'"

At the 40th Anniversary Dinner of the Institute of Marine Engineers, he delighted the assembly at the close of his speech by wishing the company "Lang may yer lum reek." Scottish dialect for "Long may your chimney smoke."

At a Civil Service Dinner, in a reference to the Toast list and the "Great batmen who were to follow him," he declared, "I shall not stand between you and the mighty drives of Mr. Baldwin, or the late cuts of Mr. Churchill—though perhaps 'Cuts' is hardly a fair word to apply to the Chancellor of the Exchequer."

**"VICIOUS BILL OF
EXPENSES."****41 FOR INTERVIEWING A
POLICEMAN.**

A remarkable account for expenses, &c., was produced at Stratford Police Court recently, when William Harvey Jolliffe, a builder, of High-street, Wanstead, was summoned for stealing lead, value £3 5s., the property of Claude Horace Clarke, a patent agent, of Wanstead.

Clarke stated that he had the lead on his roof replaced, and the old lead was left there. Later it was removed by Jolliffe's men, who had been repairing the roof of the house next door.

In cross-examination, he admitted that he said he did not want the lead, but its value. Jolliffe apologised for his men having made a mistake, and he (Clarke) asked for his expenses. His account was as follows:

Interview with P.C.	£1 0 0
Writing Insurance Co.	1 0 0
Four times	1 0 0
Two interviews at their office	3 3 0
Considering their reply and what action to take with regard to their attitude towards claim	0 10 6
Reporting matters by telephone	0 5 0
Writing police at Scotland Yard	0 5 0
Interview with detectives	1 1 0
Interview with Mr. Jolliffe's yard	1 1 6
Interview with Mr. Jolliffe	1 1 0
Preparation of statement and writing and submitting to Mr. Jolliffe	0 7 6
To cost of replacing lead	3 10 0
Total of above expenses	£12 15 6

Mr. W. Mallinson (Chairman) said the summons must fail. "I think this is the most vicious thing put before me since I have been a justice of the Peace, and that is 28 years."

He told Mr. Jolliffe that he left the court without a stain on his character, and allowed him £5 5s. costs.

TOLLS AND ROADS.**TRANSFER POWERS FOR
LOCAL AUTHORITIES.**

In the House of Commons, Captain P. MacDonald (C. Isle of Wight) moved the second reading of the Tolls Bill, the object of which, he said, was to remove a form of highway robbery that had been allowed to exist for many years.

There were still 88 toll bridges in England and Wales. Twenty-four of these were situated on first-class roads and 48 were on scheduled and other roads. There were also 55 toll roads in England and Wales.

He considered the time had come when they should transfer all these bridges and roads to the local authorities. The Bill gave to local authorities the power to serve notice on the owner of the bridge or road to transfer the property within three months, and failing agreement the matter was to be settled by arbitration.

These tolls formed an obstacle to road transport, which was now a national question, and were a serious cause of delay and expense.

Sir K. Vaughan-Morgan (C. Fulham) seconded.

Mr. H. Morrison (Minister of Transport) accepted the principle of the Bill. He said there could be no doubt that toll roads and bridges were a serious inconvenience to traffic, and in some cases a serious tax on the people who used them, and they should be got rid of at the earliest possible moment. Some amendment of the Bill, however, would have to be made in Committee. He welcomed a Socialistic measure of this kind coming from the Conservative benches. (Laughter.)

He mentioned that the Government's forthcoming Road Traffic Bill would contain some clauses dealing with this subject and he pointed out that it would be necessary for this Bill to be withdrawn if the Government Bill went into Committee first, as otherwise the toll clause in the Government measure would be out of order.

Major Carver (C. Howdenshire) stated that there was a bridge near Selby on which a toll of ninepence was charged.

Mr. Duncan (Soc. Clay Cross)—The bridge itself is not worth ninepence. (Laughter.)

Major Carver—I agree it is a poor bridge. I live in a secluded spot and anyone coming to see me has to pay a toll of ninepence each way. Members will agree that it is not worth that. (Laughter.)

Mr. Marsh (Soc. Poplar, South) said that he had seen cabins of toll gate keepers which looked like museums from the number of articles left by drivers of vehicles who had no money on them to pay the tolls. He had known a man give up his overcoat to cover an eight-penny toll, and others left whips and knives to be redeemed next time they came along the road.

The Bill was read a second time.

**LATEST ACCEPTED
TENDERS.****GOVERNMENT ISSUES LENGTHY
LIST.****YEARLY CONTRACTS.**

The Gazette notifies that the Government has accepted the following tenders:

Mr. Ngai Foon, £7,706.06 for constructing a new painting shop at Hung Hom.

Messrs. Kwong Cheung Hing, \$1,350 for the repair of steam launch No. 2 Police.

Messrs. Kwong Cheung Hing, \$950 for repair of steam launch No. 1 Police.

Tung Hing Co., \$2,548.75 for Fire Brigade clothing 1930.

Yueng Hing, repair of boots for the Fire Brigade.—Boots without hobnails at \$1.20 per pair; topboots without hobnails at \$1.50 per pair.

Chan Sum, Meals to Chinese prisoners and witnesses at Police Headquarters at 4½ cents each.

Meals to detainees at Police Headquarters and Yaumati Police Station at 12 cents each.

Messrs. Sit Wing Sing, for the supply of labour and stores to the Botanical and Forestry Department during the year 1930.

Messrs. Tsoi Koi Kee and Sam Kee, for making tree pits, planting trees, and sowing seeds in situ during the year 1930.

Po Chun, Photographing vehicle drivers and chair bearers 2 copies each at 12 cents, suspicious characters 1 copy at 12 cents, prisoners 4 copies each at 16 cents, dead bodies 4 copies each at 16 cents, extra copies at 2 cents each.

Messrs. Young Fat & Co., for the supply of black soil and turling to the Botanical and Forestry Department during the year 1930.

Messrs. Tsui Ying Fai, for the supply of flower pots during the year 1930.

Yeung Hing, leather shoes at \$2.20 per pair.

Kwong Hing, brass dogs licence badges at \$4.50 per 100.

WEST END LEASE.**JURY AND VERA COUNTESS
CATHCART'S CLAIM.**

Before Mr. Justice Horridge and a special jury, in the King's Bench Division recently Vera Estelle Countess Cathcart, of Bryanston-square, London, brought an action to recover £500 which she deposited in connexion with a house in Lowndes-street, Knightsbridge.

The defendants are Mr. Charles Gordon Bois, of Lowndes-street, Messrs. Graham and Graham, estate agents, of Motcomb-street, S.W., and Messrs. Castle and Company, solicitors, of Gracechurch-street, E.C.

Their defence is that the money was not deposited, as Lady Cathcart alleged, on condition that it should be paid to Mr. Bois if he obtained for her a lease of a house in Lowndes-street, together with fixtures and fittings, but only on condition that Mr. Bois assigned to her the fixtures of the house.

The jury found that the £500 was handed to Messrs. Graham and Graham on the understanding that it would not be parted with until Lady Cathcart had the lease, and that it was made equally clear to Messrs. Castle and Co. that those were the terms when they were handed the money.

Mr. Justice Horridge said that he would hear legal arguments on the jury's finding at a later date.

**THE BOOTHS AND GEN.
HIGGINS.****THE VICTIMISATION CHARGES
RENEWED.**

General Higgins's statement that there is no "vendetta" against the Booths in the Salvation Army is apparently not accepted by the members of General Booth's family.

"The Booths have not publicly stated that they have been victimised," said one closely associated with the family to a Press representative recently "nor have they been responsible for the statements that have appeared in the Press."

"But the facts of victimisation can be fully authenticated, and Mrs. Booth will make a full reply," it was added.

"General Higgins has said there are no financial difficulties about the Army's affairs. He has not, however, produced any figures to support his statement."

"A short time ago Mrs. Booth addressed a crowded and very successful meeting at Fulham. A report of it was sent to the 'War Cry,' but not a word of it was allowed to appear."

"General Higgins states he has no knowledge of a petition. Yet a circular letter has been sent by Commissioner Hurren to all divisional headquarters instructing officers not to sign it."

Writ Issued.

The writ on behalf of General Higgins, asking for the transfer to himself of the Army trust property, valued at £2,000,000, held in the names of the executors of the late General Bramwell Booth, has been issued.

A certificate having been received from the Chancery Commissioners, the writ was at once served.

General Booth's executors are Mrs. Booth, Commissioner Catherine Booth, and Mr. Sneath, a solicitor.

A legal representative of the Salvation Army explained that an interval must elapse before the case came on in the Chancery Court.

The action will be defended by Mrs. Booth and her co-executors, in order to find out what is their responsibility in law.

**WE SEE WHAT WE
SEE.**

(Continued from Page 8.)

radiance and joy at earth's heart seems to have broken loose in a splendid determination to express itself in beauty. Have we eyes that see this young and parenting? Does autumn time make its lovely appeal to us? Carman in his "Vagabond Song" tells us—

The scarlet of the maples can shake me like a cry
Of bugles going by.

All that is demanded of us is

To have
Attentive and believing faculties.
To go abroad in the joy
Of beautiful and well-created things.

To see, and hear, and breathe the evidence
Of God's deep wisdom in the natural world.

J. M. in the Christian Science Monitor.

The Very Idea!

A glimpse of civilisation which Fenimore Cooper did not foresee is vouchsafed by the *Kingfisher Times* (Oklahoma):

Sioux Tallment entertained a few guests at his place Tuesday evening and he appointed Elbert Red Nose as director of the hand game for the evening's event.

Robert White Eyes and his wife, Mrs. Crook Nose, were at the bedside of Mrs. Caddo Woman Wednesday.

Little Woman Cut Nose is visiting her sister, Mrs. Fighting Bull, who is sick in bed at the present time.

Alonzo Lone Wolf Bushy has recovered from his cold or gripe. Mr. and Mrs. Sore Head entertained a few guests Tuesday.

Grandma Ghost Woman enjoyed the hand game last Friday at her home.

Chief Mohiyod is planning to attend the green corn ceremony in the eastern part of the State with his son, Wild Cat.

A widow brought her small boy to the theatre for an engagement in a play for which a number of children were required.

"Has your son ever acted before?" she was asked.

"No, sir," was the reply; "but he spoke up beautiful at the inquest."

Here lie the remains of a wire-

less fan.

He is mourned by his many relations.

He looked for a gas leak while smoking his pipe—

And was picked up by twenty-one stations.

From a Tokyo contemporary:

Going down the line of those to be Croix-de-Guerred, Clemenceau would stop, shake hands, and clap them on the backs, shouting:

"A MONTH IN JAIL."

"That's the way to do it!"

Evidently France's version of homes for heroes.

(Owing to a shortage of boys,

girls are to be employed as messen-

gers on the London streets.)

"Where are you going to, my pretty maid?"

"Delivering messages, sir," she said.

"I'm finished now with the dairy trade.

And prefer East Central to Biggleswade!"

Cries the messenger-boy with a careless whistle:

"I'm much too important for this, so I'll

Carry on with the work to the smallest detail;

And, of course, the messages will be 'fe-mail'!"

Memor Bridge Witness—Pedestals walking here had to scramble out of the way of the car.

Wife at Willesden—Both my husband and the lodger gave me a good hiding, and then they both deserted me.

Witness at Acton—Owing to the darkness I was unable to see what the noise was.

Witness at a St. Pancras Corner's Court—Everyone is going to the United States now because there is more money there than here.

Willesden Magistrate—Is your husband out of work? Woman—Oh, no, sir. He is able to get drunk every night.

Tottenham Magistrate to Boy—This is no laughing matter. Boy—

I am crying, sir.

**AN ALL-DIALOGUE
FILM.****"THRU DIFFERENT EYES"
FOR TO-MORROW.**

Something entirely new in the matter of murder mystery stories comes to the all-talking screen in "Thru Different Eyes," Fox Movietone production, directed by John G. Blystone.

The title is self-explanatory for the basic theme is the summary of a murder case as revealed through the eyes of a prosecutor, a defence lawyer and eventually a mysterious girl.

"Thru Different Eyes," based on the story by Milton Gropper, who also wrote the dialogue in conjunction with Tom Barry, is expected to be the most important all dialogue drama of 1929 and is the attraction at the Queen's Theatre to-morrow.

Mary Duncan and Warner Baxter are co-featured with the supporting cast a very formidable one, including Gravin Gordon, recent recruit from the Broadway legitimate stage, Natalie Moorehead, another stage recruit, Donald Gallaher, Sylvia Sidney and Florence Lake.

A.H. Van Buren, who staged many recent New York successes, acts in the capacity of stage director.

LET HIS PRESENT

Be one of clothing, always most acceptable. For many years our name has been Synonymous with all that is best in Gentlemen's Wear; and if his present bears the "Powell" Label you may rest assured of his complete satisfaction.

We have this year simplified the task of selection and are now showing a wealth of Seasonable Novelties.

There are:—

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Tie Presses
Trouser Presses
Slippers
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We allow 10% Discount for Cash.

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The store will remain open until 6 o'clock-up to and including Christmas Eve.

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Fur Trimmed from \$25.50

Two and Piece Suits ...

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Mezzanine Floor.

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HOUSEHOLD COAL

We have now made arrangements to deliver Household Coal on the following terms, and would emphasise that full weight at destination is guaranteed.

Selected Grade Lump Coal

Upper Levels	\$21. per ton
Mid-Level	\$20. "
Central District	\$19. "

Best Household Nuts

(For Kitchen Use)

Upper Levels	\$19.50 per ton
Mid-Level	\$18.50 "
Central District	\$17.50 "

Terms: Cash with order.

Minimum Quantity: One ton.

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TO-DAY TO WEDNESDAY at 2.30, 5.30, 7.20 & 9.20 p.m.

CLARA BOW

in

**"RED HAIR"**

With

LANE CHANDLER, JACQUELIN GADSON.

One never knows what to expect next from a girl with red hair, but you can always expect (and get) the unusual from Clara.



"That's where our trouble started; she likes to sit around the house all day Sunday. I like to get the little bus out."

"Standard" and IDEAL for
polishing all woodwork

SOCONY
FLO-WAX

One Dollar per one pound tin

Lane, Crawford, Ltd.

Distinguished Service
Brings Rewards to People—
as to Pens.

Parker Duofold helps people beat the
average by doing its daily work visibly
better than the average pens.

And as with this pen, so it is with
men. The market for Excellence is
ever active. The world has a standing
order for Distinguished Service.

If you're the timber that Success
is made of, go try the pen that can
speed you on your rise.

A pen with an Over-size barrel
made of Non-Breakable Permanite in-
stead of rubber, as formerly. Its point
is guaranteed 25 years not—only for
mechanical perfection but for
wear!

See this distinguished pen at the
nearest pen counter. But look for the
imprint "Geo. S. Parker," so flatter-
ing imitations can't deceive you.

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at its Room at the City Hall,

Any Monday and Thursday,
at 10.30.

SHAMEEN FOOTBALL LEAGUE.

ANOTHER WIN FOR THE TARANTULA.

Shameen, Dec. 13.
H.M.S. Tarantula defeated
H.M.S. Moorhen by four goals to
one, in the Shameen Football
League yesterday afternoon. The
first time they met in the League
over a month ago, the Tarantula
gained the victory by five goals to
one.

In yesterday's game, the Moor-
hen put up a very fine defence
during the first half; in fact, they
played thoroughly well, whilst the
Tarantula were somewhat ragged.
The Moorhen custodian made a
number of brilliant saves, and the
Moorhen forwards time and again
threatened the Tula goal.

In the second half, however,
things were somewhat reversed.
The Tarantula pulled themselves
together, whilst the Moorhen went
off considerably.

The Tarantula put in the first
goal from a corner kick a few
minutes after resuming play in the
second half, there having been no
score at all in the first half. The
Tula scored again about five
minutes later. Then the Moorhen
put on a goal from a corner kick,
about half way through the second
half. However, the Tarantula
managed to net the ball twice
more, before the conclusion of the
game, whilst the Moorhen, despite
all their efforts, were unable to
score again.

The present position of the League
is as follows:

	P.	W.	L.	D.	F.	A.	Pts.
Tarantula	5	4	1	0	14	5	8
Moorhen	7	2	4	1	12	21	5
Moth	6	2	3	1	5	13	5
Seamew	3	2	1	0	8	3	4
Cleat	4	2	2	0	11	7	4
Shameen	3	1	2	0	4	4	2

(Our Own Correspondent.)

RUGBY FOOTBALL.

CLUB BEAT THE KENT WITHOUT REPLY.

At the Club ground yesterday after-
noon, the Club demonstrated their all-
round superiority by beating the
Kent by one goal and three tries (14
points) to nil. Not that the Club had
matters all their own way. Kent
were best in the tight scrum and at
the half-out, where they usually got
the ball. Quick following-up, mark-
ing that had the elements of definite
class and speed about it, spoiled the
Kent outsiders, who had a distinct
tendency to pass too soon, long before
they could draw any opposition.

Play was slowed up, or rested as the
forwards would say, by numerous
cases of "feet-up", which often neces-
sitated the ball going into the scrum
before the referee.

In the loose mark, there was only
one side in it—the Club. Massey
played almost the game of his life,
being exceptionally good at tackling
from the loose and tight scrums and
line-outs, and having marvellous runs
from the front of the pack. Several
efforts of his were wonderfully
brought about, from the quick seizing
of an opportunity, the taking of a
pass that was more or less loose, the
dribbling and picking-up of work by
all the rest of the forwards. Teams:
Club—Fox, Holmes, Plummer,
Ross, Coppin, Hutchison, Grant,
West, Sutcliffe, Laidlaw, Marshall,
Burch, Massey, Stock, Gordon.
Kent—Keeby, S. L. Tomkinson,
Mr. Dodson, Edney, Lt. Comdr.
Ewart, Lt. Comdr. Surtees, Curtiss,
Paddon, Lt. Comdr. Andrew, Paynor,
Lt. Whitehouse, Paymer, Lt. Bailey,
Lt. Edds, R.M., Tubbs, Horne, Snow.

BANK CLERK'S FRAUDS

TEMPTATION OF WALL STREET SPECULATION.

New York, Nov. 13.
Wall Street's "panic of 1929"
has brought to light a number of
unusual cases. There is, for
instance, the bank at Michigan,
whose employees gambled 3 1/2
millions of the bank's funds. Now
there is a case in Philadelphia
where Samuel R. Worthington
embezzled 75,000 dollars (\$15,000)
from the bank which employed
him and lost it on Wall Street.

In sentencing Worthington to
five years' imprisonment Judge
Shay said he was giving clemency
because he had "taken into con-
sideration that a tremendous lure
has brought this man before me,
and this temptation is so strong
that otherwise law-abiding men
are conquered as this man appar-
ently has been." He said he was
making the sentence only long
enough to deter others from taking
"gamblers' chances."

One unusual case has been filed
by Mr. M. H. Harris, a New York
optician, against the Stock Ex-
change firm of Newman, Brothers
and Worme, demanding damages
of 9,887 dollars on the ground that
the brokers sold his 45,008 dollars
worth of shares without sufficient
notice.

LETTER GOLF SOLUTION.

Here is the solution to the
puzzle on another page.
PAGE, PARE, BARE, BARN,
BORN, BOON BOOK.

GARRISON NEWS.

HONGKONG AREA FOOTBALL.

The Ordinance failed to produce the
form shown on Tuesday afternoon,
and lost to Headquarters. Teams:
K.O.S.B. by four goals to one. Wins:
H. Q. Wing, K.O.S.B.—Boyes;
Crowe, Bond, Riordan, Everest,
Skinner; Saver, Gaggie, Crawley,
Milligan, Rhodes.

R. A. O. C.—Parker; Sanderson,
Rowe; Morgan, Bayley, Sharpe,
Clarke, Sansom, Rial, Conter, Jack-
son.

Pressure by the K.O.S.B. confined
the Ordinance in their own half, and
this told its tale, when Crawley scored
the first goal from a pass from
Saver. End-to-end play was the
order after this, with the Borderers
pressing, and likely to score, most of
the time. The Ordinance had a good
chance, but Rial was slow in standing
himself, and Bond took the ball away
from him. The Ordinance attack was
only short-lived, and the K.O.S.B.
wing forwards were soon away again,
Crawley scoring again.

Play was almost dominated by the
Borderers, and Parker had a hot time
saving from Milligan, Gaggie, and
Crawley. Milligan and Rhodes were
combining well for the K.O.S.B., the
latter sending a pass to Gaggie, who
back-heeled the ball past Parker. It
was a lucky shot, but completely
deceived Parker. The Borderers kept
up their pressure, and a penalty for
hands was saved by Parker.

On the resumption, play remained
in mid-field, though Rial was sent
back by the K.O.S.B. backs. All the
pressure came from the Borderers,
and Parker made a wonderful save
from Crawley, and then cleared a
shot by Sawyer. The first goal of the
half was not long in coming, however,
Gaggie sending over a pass to Mil-
ligan, who put easily into the net.
The Ordinance made a great stand
after this, and made several attacks,
most of which did not pierce the
back's defence. Parker gave a great
exhibition, fisting, holding, and kick-
ing away shots that would have
beaten most goal-keepers.

At last the Ordinance were reward-
ed with a penalty, but Sansom missed
the goal, though he returned the ball
to the net from the rebound.

Navy Match.

At the Dockyard yesterday after-
noon, Petersfield beat the Sterling by
four goals to two. Wells, Mayne,
Lowe and Sheldon scored for Peters-
field, whilst Ford let a goal in, and
Locke scored for the Sterling.

League Table.

The Hongkong Area League Table,
up to Thursday, was as follows:

	P.	W.	L.	D.	F.	A.	Pts.
Cor. S.L.I.	12	8	2	2	84	14	18
(H) By. R.A.	10	2	1	3	34	9	15
Cor. S.L.I.	12	4	1	3	31	15	15
Cor. K.O.S.B.	12	6	3	4	43	26	14
H.Q. K.O.S.B.	11	5	3	4	19	14	13
Cor. S.L.I.	12	6	3	4	34	13	13
Cor. K.O.S.B.	12	6	3	4	17	16	13
(H) By. R.A.	10	0	5	25	24	12	11
H.Q. S.L.I.	10	4	2	5	15	21	11
R.E. & R. Simons	11	4	2	5	15	21	11
Cor. S.L.I.	12	4	2	5	15	21	11
R.A.D.C.	11	3	5	3	13	17	9
R.A.D.C.	11	3	5	3	13	17	9
R.A.D.C. & R.A.P.C.	10	1	0	11	6	42	2
(H) By. R.A.	12	1	0	11	6	42	2

Pity The Poor
Artist!

His all very
well for it to
come from the
Pen of a Poet—
"What a girl!"
"has eyes like
stars!"

"like like
now!"

"still
like fresh!"

"can like
us still!"

"and is
a new n!"

"but
Ooh!"

"if it
comes from
the Pen of an
Artist!"

HER LITTLE SISTER HAD WON OUT IN THE GAME OF LOVE!



THE
SCREEN'S
NEW
MARVEL

The BROADWAY MELODY

Directed by
HARRY BEAUMONT
with
CHARLES KING
ANITA PAGE
BESSIE LOVE

Better than a Broadway show!
Spectacle! Musical Comedy! Melodrama!
All the miracle of the mightiest dramatic
and musical plays of New York's stage are
woven into the

World's Greatest Entertainment!



**QUEEN'S COMMENCING
THURSDAY**

LETTER GOLF.

Turn the PAGE into a BOOK.
It sounds a little hard, but it's
comparatively simple in letter golf.

P	A	G	E
B	O	O	K

1.—The idea of letter golf is to
change one word to another and
do it in par, a given number of
strokes. Thus to change COW to
HEN, in three strokes, COW,
HOW, HEW, HEN.
2.—You can change only one
letter at a time.
3.—You must have a complete
word, of common usage, for each
jump. Slang words and abbrevia-
tions don't count.
4.—The order of letters cannot
be changed.

INDIAN EXTREMISTS.

A WARNING OF POSSIBLE
BLOODSHED.

Bombay, Dec. 13.
"Blood may be shed" is one of
the ominous phrases contained
in an address by Mr. W. Travers,
presiding at the annual con-
ference of the European Associa-
tion in India, when referring
to the impending constitutional
changes and the attitude of



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Wouldn't It Be Wonderful
- 21924 {Bye & Bye Sweetheart.
My Time is Your Time.
- 22084 {Baby Where Can You Be.
You're Just Another Memory.
- 21888 {Outside.
Went You Tell.
- 21701 {It Goes Like This.
Doing the Macoon.
- 21983 {Huggable Kissable You.
Every Moon's a Honeymoon.
- 21889 {Honey.
Sweet Surrender.
- 22048 {Daddy Won't You Please.
Take You.
- 22055 {I'm the Medicine Man.
I Wouldn't Be Wondered.
- 22067 {I Lift Up My Finger.
Laughing Marionette.
- 21822 {Under the Stars.
Blue Waters.
- 21921 {Mean To Me.
(That's What I Call Heaven.
- 21963 {Under the Russian Moon.
(One that I Love.
- 22110 {World's Great Sweetheart.
(Don't Hang Your Fingers.
- 22029 {High He Everbody.
Miss You.
- 22124 {Sunny Side Up.
(It I Had a Talking Picture.

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Telephone C. 4648.

Cine-Kodak



"Look, look—that's me!"

"That's you all right, Billy boy..... I say, I wish somebody had made a movie of me when I was that age."

"What beats me, Helen, is how you became such an expert film producer."

"Shall I let you into the secret? With a Cine-Kodak everybody becomes an expert first go off. It's even easier than snapshotting, because there's no worrying about keeping your subjects in order. In fact the

more they move, the better your pictures."

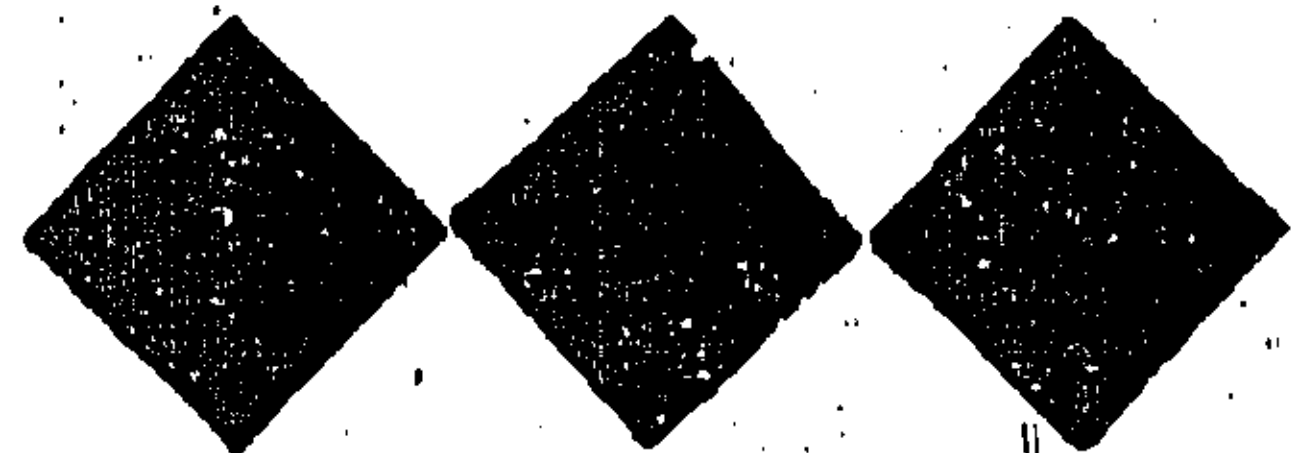
"What an everlasting joy it must be, making and showing your own private films? What projector do you use?"

"The Kodascope, it's called. When I've run through my own pictures I'll show you one or two big star films I've borrowed from the Kodascope Library."

"Well, Charles, aren't you glad we looked in?"

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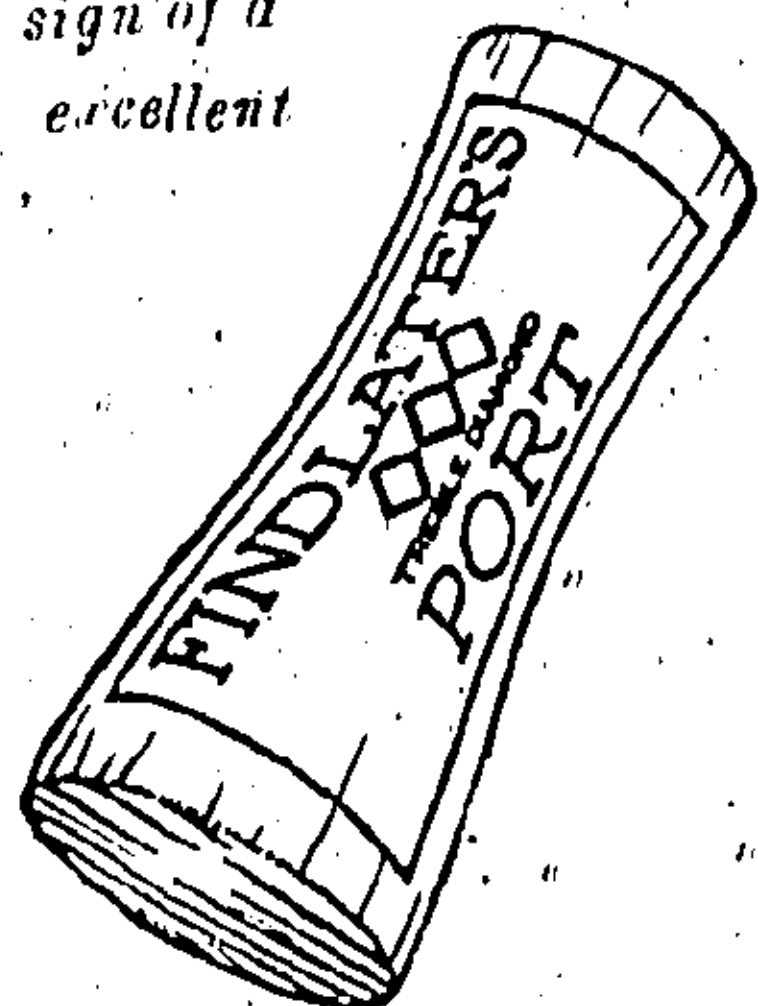
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WELL MATURED IN WOOD. VERY POPULAR AT
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A GLASS OF FINDLATER'S PORT IS A PERFECT FINISH TO A GOOD DINNER.

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MAN'S RIGHT TO A CAREER.

LIVING WHERE HIS WORK IS.

In a suit brought by a wife for the restitution of conjugal rights, Mr. Justice Hill delivered judgment on Nov. 13 in favour of the husband. At no stage of the hearing was the identity of the parties disclosed.

The legal question raised was whether the husband's answer to the petition, alleging extravagance on the part of the wife, should be ordered to be struck out as irrelevant and not a good answer in law. The husband also contended that he was unable to live in England because his position as a partner in a firm of tea merchants, operating in England and India, required that he should reside in India. He also said that if he had his wife to live with him in India he was threatened with the loss of his position.

The husband's income was stated to be £11,000 a year.

Mr. Justice Hill, giving judgment, referred to the wife's petition, in which she said that they were married in 1912 at Calcutta, where they lived, and that a child was born in 1916. In March, 1921, the wife returned to England with the child, the husband of necessity remaining in Calcutta because of his business.

Last April the husband came to England on leave, and within a few days told his wife that he would no longer cohabit with her. He also declined, she said, to make a home for her in India. The wife then filed her petition for restitution.

By his answer, the husband pleaded that he had good cause not to live with his wife. He asserted that he was compelled as a member of his firm to live in Calcutta.

Wife's £2,400 Allowance.

His wife, he went on to say, largely exceeded the allowance of over £2,400 a year which he made to her, and incurred heavy debts. He paid them off in 1920, 1925, and 1927 to the amount of £10,000. He alleged that she incurred further debts in 1928 to the amount of about £7,000. He further said that she had borrowed from money lenders and issued cheques which were dishonoured, tried to borrow money from his friends, and attempted to get an advance from his firm in respect of his salary.

He said that she had brought things to such a pass that his partners stated that if he took his wife to India he must leave the firm.

If those facts were proved, said his Lordship, the husband would show a reasonable cause for refusing to have his wife with him in India. The reasons would be grave and weighty, and it would be contrary to the real truth of the case to treat as deserting his wife a husband who in these circumstances refused to have his wife to live with him in India.

The Contractual Element.

Mr. Bayford, observed his Lordship, had said that that did not dispose of the matter. Counsel had said that the husband could return from India and make a home for his wife and live with her. That arrangement was not sound. A husband was bound to maintain his wife and child and to earn his living. It was for him to choose how and where he should do that. If his choice were genuine he (the Judge) knew not on what grounds it could be said to be a breach of duty to the wife.

The arrangement ignored the contractual element in the marriage. The wife impliedly agreed on marrying a man whose work compelled him to live out of England—that she would not require him to live in England.

Suppose she had married an Indian Civil servant. It would be

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UNITED STATES PATENTS

1,015,054	1,077,096
1,095,252	1,071,743
1,020,910	1,071,915

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166,857	319,145
201,811	325,427
316,158	352,310

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obvious that she agreed to live in India. Such instances could be multiplied.

To say that the particulars, if proved, disclosed a good cause, was not to say that they would always be the same.

All he had to decide on the present claim of the wife for a decree of restitution of conjugal rights, was that the husband's answer, if proved, would establish a defence in law. He found in favour of the husband.

Mr. Willis, for the husband, asked that the summons taken out by the wife be dismissed and that she be ordered to pay the costs out of her separate estate of £2,400 a year.

Mr. Justice Hill refused to do this but ordered that the costs be costs in the cause.

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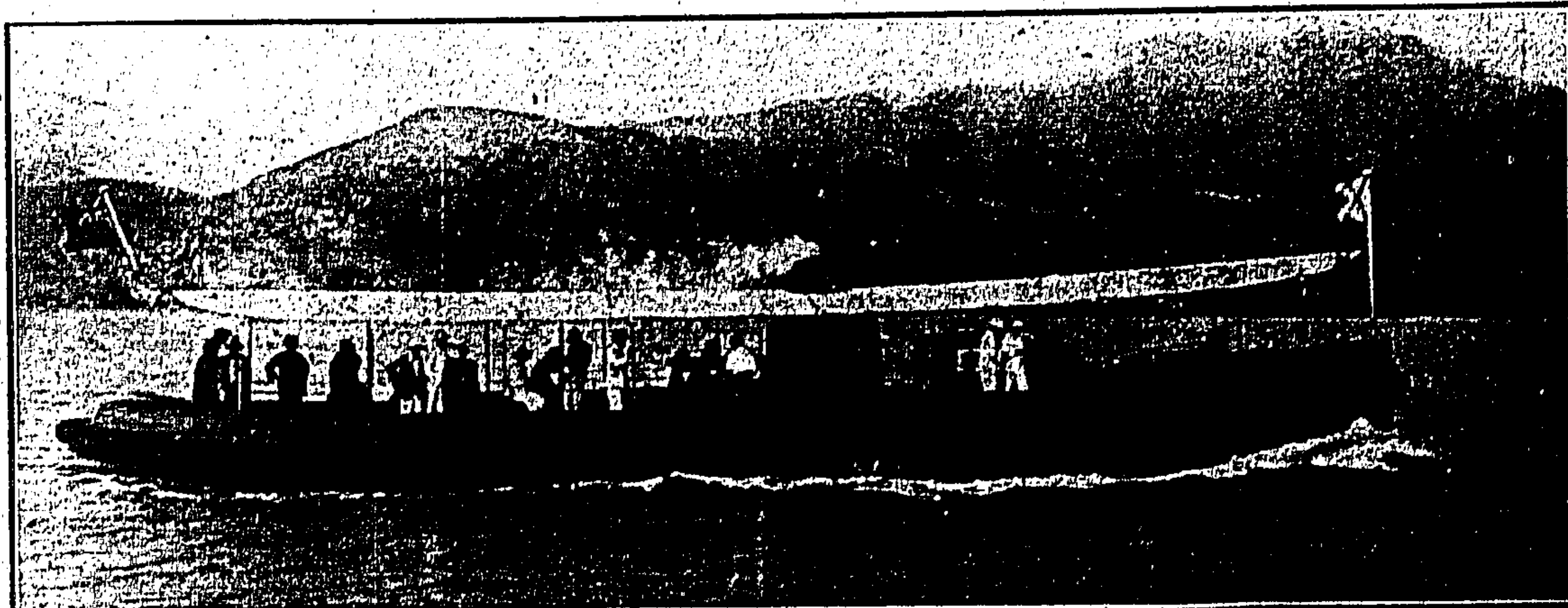
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CHANGTE	In Port	17th December
TAIPING	7th January	14th January
CHANGTE	11th February	18th February
TAIPING	11th March	18th March

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ANGERS.....	14th Jan.
SPHINX.....	28th Jan.
G. METZINGER.....	11th Feb.
ANDRE LEBON.....	25th Feb.
PORTHOS.....	11th Mar.
CHEMONEAUX.....	25th Mar.
ANGERS.....	18th Dec.
SPHINX.....	1st Jan.
G. METZINGER.....	15th Jan.
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TOURIST YACHT.

STELLA POLARIS DUE ON
DECEMBER 24.

Before the end of the year Hongkong will be visited by another tourist ship, this being the motor yacht Stella Polaris which is due to arrive here from Madras in the afternoon of December 24.

As she will remain here for over two days, the 200 tourists or so on board will spend Christmas in Hongkong. According to schedule, the tourists will visit Canton on the morning of December 27.

The Stella Polaris left Southampton at 4 p.m. on November 2 and before she reaches Monaco on her return trip, she will have touched at every country in the Far East, except Japan, and also many countries in Europe.

Judged merely by size, the Stella Polaris is said to have accommodation for more than the 200 passengers for which she provides. It was decided to limit the number, one of the reasons being that with the limited members ship the shore excursion parties will not be unwieldy.

The route to be followed on this 23,000 miles pleasure cruise to the East has been specially selected by experts to obtain the maximum of calm seas and sunshine. It can be considered a calm voyage from start to finish, so far as is possible.

The Stella Polaris is a new twin-screw motor yacht and has rapidly become popular since she was launched in 1927. She is owned by the B. and N. Line R.M.S. S., whose combined fleet numbers 50 vessels.

DEFEAT REVERSED.

AUSTRALIAN POLITICAL
QUESTIONS.

Canberra, Dec. 13.

The Government's defeat in the Senate yesterday has been reversed by 16 to 12 votes in favour of not insisting on yesterday's amendment, the mover of which intimated that the House had changed its attitude.

Another opposition Senator, however, said the time must come when the people would be

THE THAMES FLOODS.

HOPES THAT WORST HAS
BEEN REACHED.

London, Dec. 13.

It is hoped that the floods in the Thames Valley and elsewhere in England have reached their highest point. The barometer is rising rapidly, and although the weather forecast is for windy and unsettled conditions, less rain than recently is expected, at least in southern England.

This morning the flood water at Windsor which has reached five feet six inches, remained stationary for the first time since the river began to rise. At Maidenhead, where the floods have been the worst for twenty years, the river has fallen slightly, and the upper waters of the Thames show the same tendency.

No improvement is yet apparent in the lower reaches, and some anxiety must continue until after next week's spring tides.

In the west of England, great areas are under water in the neighbourhood of the Severn, and in Somerset, where the floods are the worst experienced for half a century.

Yesterday there was a further gale, with gusts of 80 miles an hour at Liverpool and 70 miles an hour in the English Channel, and sharp local thunderstorms in London and elsewhere.—British Wireless.

HEROIN SEIZURE.

TWENTY BOXES FOUND ON
BOARD JUNK.

A huge haul of heroin pills, stated to be worth several thousands of dollars, was made by a party of detectives from the Yau-mati Police Station yesterday afternoon when a raid was made on a trading junk inside the Typhoon Shelter.

Information was lodged at the Station previously of the presence on a certain junk in the shelter of a large quantity of heroin, but after a search the Police, under Detective Sergeant Pitches, failed to locate the drug and it was not until more definite information was received that the discovery was made.

The party found no less than twenty full boxes of heroin pills cleverly secreted behind the panels of the crew's quarters.

The drug has been sent to be analysed and except that it is expected to be worth several thousands of dollars the Police are as yet unable to state the exact quantity seized.

The mistress of the boat has, it is understood, been taken into custody and will probably appear before.

ROYAL DUTCH OIL.

TAKING THE WAR INTO THE
ENEMY'S CAMP.

New York, Dec. 13.

The Shell Union Company, the American representative of the Royal Dutch interests, has purchased sixty-five service stations and facilities to store ten million gallons of oil from the Pennsylvania Oil Company.—Reuter's American Service.

[This policy of competition was foreshadowed by Sir Henri Deterding recently when visiting the United States.]

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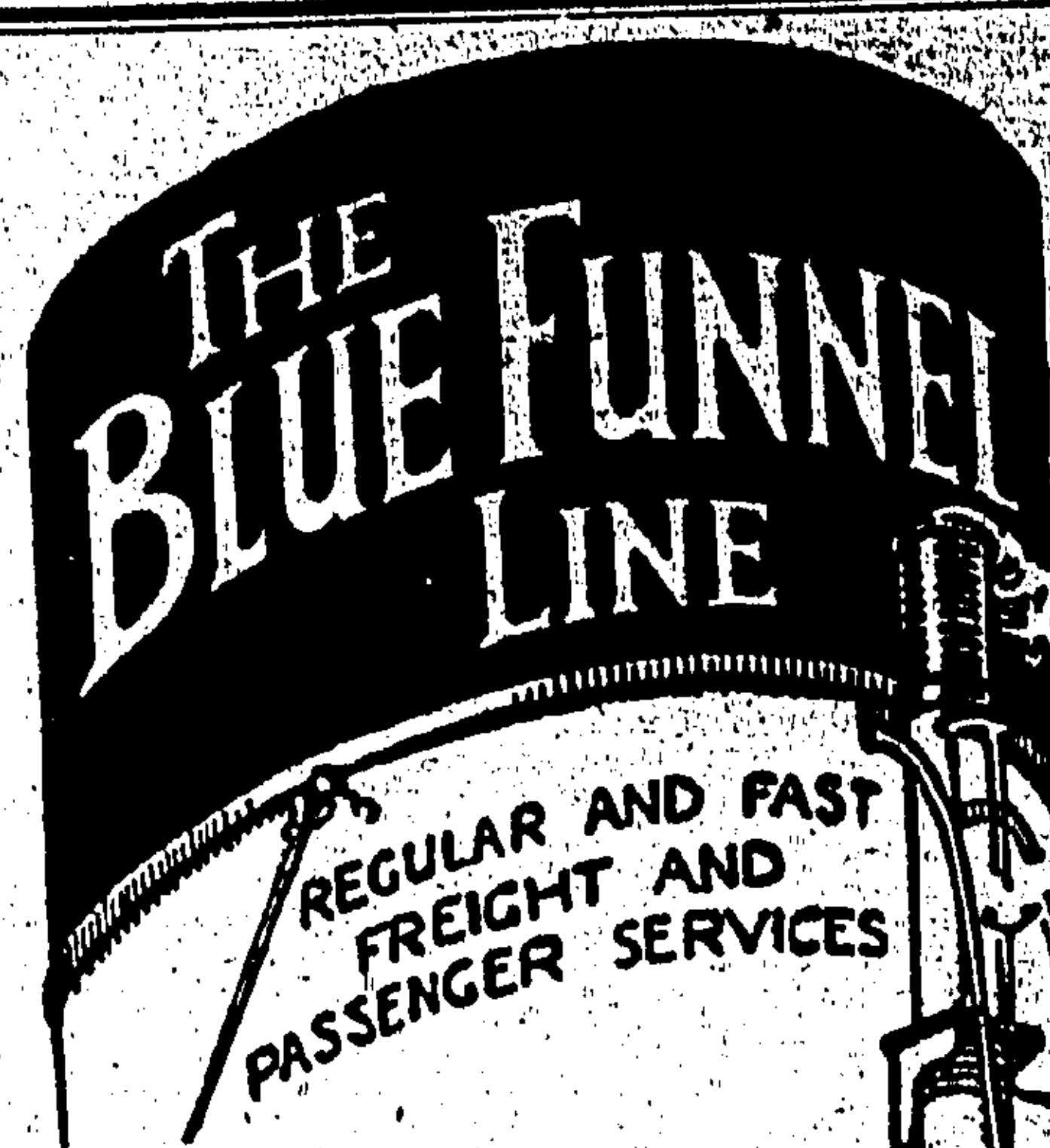
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"DIOMED" 7th Jan. 11.15, London, B'dam & H'ter

LIVERPOOL SERVICE

"CYCLOPS" 20th Dec. Genoa, Havre, L'pool & G'ow
"ANTILLOCHUS" 23rd Jan. Genoa, Havre, L'pool & G'ow

PACIFIC SERVICE

via Kobe & Yokohama
"TEUCER" 14th Dec. Victoria, Vancouver & Seattle
"TALHYRIUS" 31st Dec. Victoria, Vancouver & Seattle

INWARD SERVICE

"BELLEROPHON" 23rd Dec. S'hai, Moji, Kobe & Yoko.
"DEMODOCUS" 27th Dec. Shanghai & Tsingtan

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Taiyo Maru ... Wednesday, 5th Jan.
Tengo Maru ... Thursday, 23rd Jan.
SEATTLE, VICTORIA via Shanghai & Japan Ports
Yokohama Maru ... Monday, 16th Dec.
Mishima Maru ... Tuesday, 14th Jan.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via
Singapore, Penang, Colombo & Suez.
Hakone Maru ... Saturday, 14th Dec.
Suwa Maru ... Saturday, 28th Dec.
SYDNEY & MELBOURNE via Manila & Ports.
Tango Maru ... Wednesday, 25th Dec.
Aki Maru ... Wednesday, 22nd Jan.
BOMBAY via Singapore, Panang & Colombo.
Tasmania Maru ... Saturday, 14th Dec.
Tottori Maru ... Friday, 27th Dec.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles, Mexico & Panama.
Anyo Maru ... Sunday, 22nd Dec.
SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Kamakura Maru ... Thursday, 2nd Jan.
NEW YORK, BOSTON via Panama.
Takaoka Maru ... Saturday, 14th Dec.
LIVERPOOL via Port Said, Constantinople.
Dakar Maru ... Saturday, 14th Dec.
Genoa & Marseilles.
CALCUTTA via Singapore, Penang & Rangoon.
Muroan Maru ... Sunday, 15th Dec.
Akita Maru ... Sunday, 29th Dec.
SHANGHAI, KOBE & YOKOHAMA.
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TO OSAKA via MOJI & KOBE	Suisang	Wed. 18th Dec at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Kunsang Hosang	Wed. 1st Jan at 7 a.m. Sun. 19th Jan at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Namsang Kutsang Yunsang	Thurs 19th Dec at 3 p.m. Sat. 23rd Dec at 3 p.m. Mon. 6th Jan at 3 p.m.
TO SANDAKAN	Mausang Hinsang	Fri. 27th Dec at 3 p.m. Sat. 4th Jan at noon.
TO TIENTSIN via POUCHOW & WEL-HAI-WEI	Chipsang Cheongsang	Tues. 17th Dec at 7 a.m. Sun. 22nd Dec at 7 a.m.

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CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, LONDON, STRAITS AND MANILA.

"BENDORAN" Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 3rd January, 1930, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th December will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st January, 1930, or they will not be recognized.

No Fire Insurance will be effected.

By GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 13th December, 1929.

N. Y. K. LINE.

(NIPPON YUSEN KAISHA.)

From EUROPE AND STRAITS.

The Steamship, "TSURUGA MARU,"

having arrived from the above ports,

Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 20th December, 1929, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co's representative on any Tuesdays and Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within

CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD. AND CHINA TUNAL STEAM NAVIGATION CO., LTD.

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"ANTENOR"

From UNITED KINGDOM via SINGAPORE

are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th December.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th December will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st January, 1930, or they will not be recognized.

No Fire Insurance will be effected.

By BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th December, 1929.

MRS. MOTONO

HAND & ELECTRIC MASSAGE

No. 31B, Top Floor, Wyndham St., Hongkong.

ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 13th December, 1929.

LOCAL RADIO.

PROGRAMME FOR TO-DAY AND TO-MORROW.

The programme to be broadcast from Z.B.W. on 355 metres and 49 metres to-day include some attractive dance numbers. Listeners are asked to listen for and give reports on the 49 metres transmission, which is being simultaneously broadcast with the 355 metres transmission during all programmes excepting the late evening one, when it will not be switched on until 9.30 p.m.

11.00-11.30 a.m. Commercial news.

12.00-1.00 p.m. Demonstration programme.

1.45 p.m. Weather report.

7.45 p.m. Weather report.

9.00 p.m. Programme of Columbia records supplied through the courtesy of Messrs. Anderson.

"Hit the Deck, Vocal Medley, Part 1 and 2."

(Robin, Grey and Youmans), The Barry Twins, Prince Sisters and London Hippodrome Chorus.

Dance music.

9.30 p.m. "Dancer of Seville," (C. Gruenow).

"The Two Imps," (K. J. Alford).

Sir Dan Godfrey.

Dance music.

10.00 p.m. News bulletin.

Dance music.

10.30 p.m. Close down.

Cathedral Service.

To-morrow the morning service at St. John's Cathedral will be broadcast.

11.00 a.m. Morning Service relayed from St. John's Cathedral followed by a programme of Chinese records until 1 p.m.

1.45 p.m. Weather report.

9.00-10.30 p.m. Programme of English gramophone records supplied by the courtesy of Messrs. Moutrie Ltd.

"Hungarian Rhapsody No. 14," (Liszt).

Mark Hamburg.

"Pilgrim's Song of Hope," (Batiste).

"Liebestraum," (A Dream of Love), (Liszt).

Henry Gordon-Thomson.

"Beautiful Saviour," (Crusader's Hymn), (Christiansen).

"From Heaven Above," St. Olaf Choir.

"Symphony No. 8, in B Minor," (Unfinished), Part 1 to 6, (Schubert).

Philadelphia Symphony Orchestra.

"Negro Spirituals," (Arranged by Alfred Pochon), Flozalez Quartet.

"Andante Cantabile," (Tschakovsky).

"Theme and Variations," (Haydn, Op. 76, No. 3).

Ehman String Quartet.

"The daughter of the Regiment," (Donizetti).

Members of La Scala Orchestra, Milan.

"Rene's Overture—Part 1 and 2," (Wagner).

Philadelphia Symphony Orchestra.

"Trio," Selection (Rodgers), Savoy Orpheans.

"Hear My Prayer—Part 1 and 2," (Mendelssohn).

Choir of the Temple Church, London.

10.30 p.m. Close down.

WAR ON RHEUMATISM.

RED CROSS ESTABLISHING CLINICS IN ENGLAND.

London, Dec. 13.

Early next year the British Red Cross Society is opening a clinic in London for the special treatment of rheumatic diseases.

It will be able to deal with 12,000 cases yearly, and will be the first network for similar clinics which the Society is to establish in the industrial centres throughout the country.

Since working people cannot get to the spas, the idea is to bring the spas to their homes. Nearly one-sixth of the industrial invalidity of

CORRESPONDENCE.

Hongkong Rents.

[To The Editor of Hongkong Telegraph.]

Sir.—The new spokesman for the Rent Problem Committee in the person of "Fairness" has a big task before him, particularly if he wishes to vindicate his right to the pseudonym he has adopted. It is not disputed that he has shown remarkable fairness to the cause he has embraced, by totally omitting to consider the other side of the question. As regards landlords, any pretension to fairness has consisted of refraining to abuse them more than he has done.

A person holding himself out as a student of any problem must first rid himself of any opinion he has on the matter and approach it wholly without bias. A student of the rent problem of Hongkong ought thus to consider not only the point of view of those who pay rent but also that of those who hope to receive it.

Any leaning to one side or the other must point to the mind of a bigot. It appears that the members of the Rent Problem Committee are not further considering the problem of rent. They have already made up their minds; they decided that rents have to be controlled and their problem consists in thinking out the best way of doing so.

If rent as an economic problem is really worrying them, why is it that no landlord has been asked his opinion? Is it not because the members of that Committee, self-appointed are also self-satisfied?

The lot of the speculator in property is not such a happy one as has been depicted. It may be said that those who live by speculation die by speculation. Many are caught when reactions set in; and although there are few who take to the speculation it is difficult to see how those of his tribe may be completely eradicated without condemning the innocent with the guilty.

"Fairness" mentions that there are firms which can put up a hundred thousand dollars in fixtures and yet apparently are not in a position to purchase their own premises. The more is the pity, for there is nothing which demonstrates the solidity of a business so much as the ownership of an imposing building. Surely, no sound business man would risk putting a lakh's worth of improvements in premises, the tenure of which is far from being secure. If the speculator could get a mortgage wherever to buy property surely a genuine respectable business man could do likewise and prevent himself from being ousted. There are naturally speculators in trade too. It is perhaps mainly these who can barely find sufficient capital to meet the demands of their bankers and have to depend on renting their where-withal to carry on their business.

As what they have is already in the gamble, the acquisition of premises is impossible.

Unless the Rent Problem Committee and their supporters can think of remedies of a more constructive nature and approach the matter of rents with less prejudice, it is not easy for them to refute a charge of "playing to the gallery."

COMMON SENSE.

the country is due to rheumatism in its various forms, and the Health Ministry are co-operating with the Red Cross Society in their counter-attack on this malady.

British Wireless.

EGYPTIAN POLICY.

A VIGOROUS DEFENCE OF THE GOVERNMENT.

London, Dec. 13.

The Times in a leading article says the critics of the proposed treaty with Egypt should be reassured by Lord Thomson's statement that if, after responsibility for law and order had passed wholly into the hands of the Egyptian Government, the lives and property of foreigners were jeopardized by the neglect of that Government, then they would have contravened the treaty and the British Government would be obliged themselves to ensure that the dispensations of the treaty were properly carried out.

"It must be read in conjunction with Lord Thomson's other definite announcement that the whole of the paragraph in the 1922 declaration in regard to foreign intervention stood unmodified. The special relationship between Great Britain and Egypt is therefore not to be called in question, and it is established beyond all doubt that His Majesty's Government will continue to regard as an unfriendly act any attempt at interference in the affairs of Egypt by another power."

The Times welcomes Lord Grey's declaration of Lord Lloyd's "false and mischievous analogy between Egypt and India," and adds, "It is a simple fact that the Egyptian policy of Mr. MacDonald's administration is in a direct line of descent from that of his predecessors. There are certain obvious points in the draft treaty to which exception can rightly be taken, and others on which judgment must be suspended, but in a general way the new treaty represents an attempt to establish Anglo-Egyptian relations upon the terms foreshadowed long ago by Lord Cromer, and after the war strongly recommended by the Milner Mission."

British Wireless.

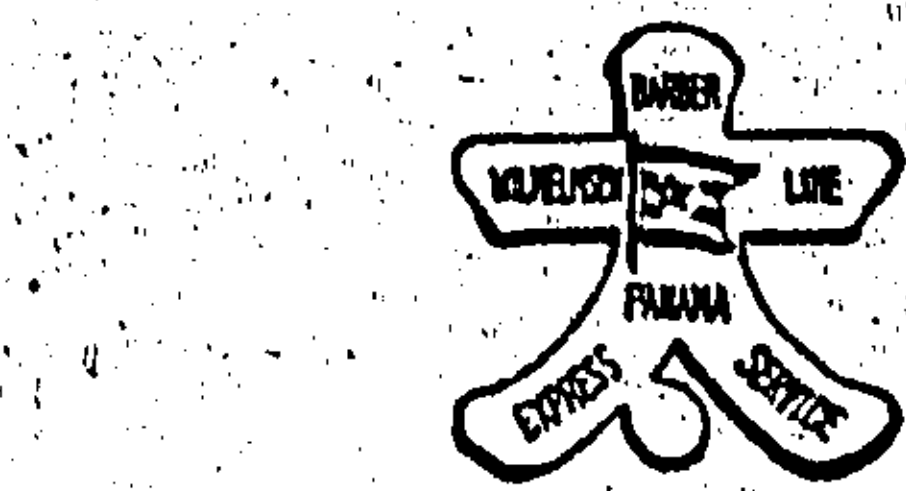
GIRL'S DEATH.

DUE TO PERSECUTION BY JEALOUS LOVER.

A verdict of suicide, an act brought on by the persecutions of a jealous lover, was returned by the jury in a Coroner's inquiry, held by Mr. W. Schofield, at the Kowloon Magistracy yesterday, into the circumstances of the death of a young Chinese girl who died as a result of an over-dose of opium.

The evidence having been completed the Coroner summed up and, in reviewing the testimony given on previous days, attributed the girl's death to three factors. Firstly to her ill health; secondly to the refusal of one of the witnesses to live with her and thirdly to the persecution of a jealous lover. The Coroner mentioned that this man was the sole source of the trouble.

The jury returned a verdict of suicide and attributed the girl's act to her ill health which was partially brought on by the persecution of a man who has since absconded.



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Pr. Garfield Sun, Dec. 29, 8 a.m.

Pr. Polk ... Sun, Jan. 12, 8 a.m.

Pr. Adams Sun, Jan. 26, 8 a.m.

Pr. Harrison Sun, Feb. 9, 8 a.m.

Pr. Johnson Sun, Feb. 23, 8 a.m.

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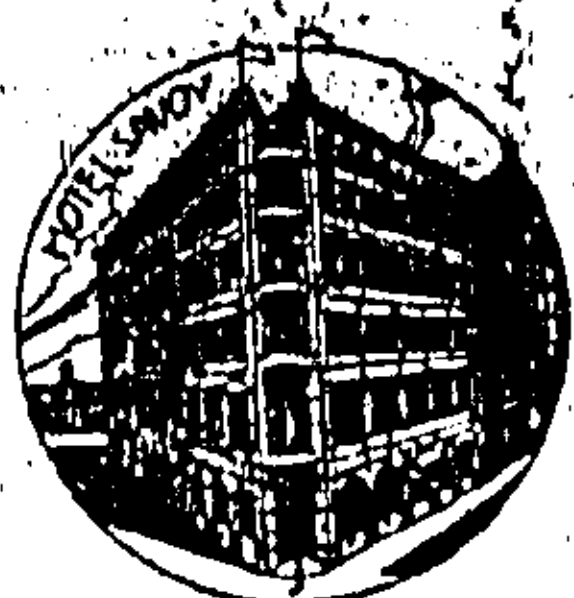
Pres. Hayes ... Dec. 15, 8 a.m.

Pres. Cleveland ... Dec. 29, 8 a.m.

Pres. Madison ... Dec. 17, 6 p.m.

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CONFIRMING THE BAN ON WAR.

BRITISH PROPOSAL TO THE LEAGUE COUNCIL.

PACT AND COVENANT.

Geneva, Dec. 13.
The proposal ventured by Mr. Arthur Henderson, on behalf of the British delegation to the September Assembly of the League of Nations, that the Covenant of the League should be amended so as to bring it into harmony with the Kellogg Pact, will be brought up at the meeting of the League Council, which is opening on January 13th, 1930.

The Council will be asked to appoint a Committee of eleven members to report on the change in the Covenant necessary to achieve the purpose outlined.

It may be pointed out that the Kellogg Pact, if shown of the reservations appended to it by certain signatories, would place an absolute ban on war "as an instrument of national policy," except in the case of legitimate self-defence.

The League Covenant, on the other hand, merely provides, under its Articles 12 and 15, that where an international dispute is submitted to arbitration or judicial settlement, or to inquiry by the League Council, and where the latter fails to reach a unanimous decision on the rights and wrongs of the dispute, individual members of the League are free, after three months from the failure to agree, to take such action as they please.

QUEEN'S THEATRE.

FILM WITH SOUND SYNCHRONIZATION.

The film, "Shadows in the South Seas," shown some time ago, returned to the Queen's Theatre yesterday, accompanied by sound synchronization which gives it a new interest.

The story deals with the life of a beachcomber who makes his home amongst the natives, and with his efforts to save them from harmful contact with unscrupulous pearl-traders. Closing on a tragic note in the death of the beachcomber, the story is excellently played and, above all, convincing. Some "shots" of South Seas scenery and of the conditions of life amongst the Polynesians are unique and unexcelled in their exquisiteness. The sound accompaniment is well synchronized, but as regards the musical accompaniment after hearing it one cannot truthfully say it is better or more acceptable than the fine musical score played by the Queen's Theatre orchestra when the picture was last here. "White Shadows" is being shown for the last time to-day.

CANTON'S VICTORY COMPLETE.

(Continued from Page 1.)

buried its nose right in the ground and remained stuck there, with its tail in the air.—Our Own Correspondent.

Hongkong Interview.

Interviewed yesterday afternoon regarding the ridge outrage, Mr. R. Baker, Manager and Chief Engineer of the Kowloon-Canton Railway, confirmed the fact that the bridge, which was of three spans each of 60 feet, had been blown up.

The explosion, said Mr. Baker, occurred at 7.40 a.m. and a message was received to the effect that telegraph wires had also been broken and damaged. As far as was known the line was empty at the time but it was not known locally whether there was any Chinese train on the line. It could not be ascertained what damage had been done but it appeared likely that at least one of the spans was damaged to such an extent that it was of no further use, because a message had been received asking if girders were available in Hongkong.

After the outrage became known, notices were posted stating that the express train which should have left Kowloon at 8.05 a.m. was suspended.

DR. OTTO PELTZER.

EXHIBITION AT CHINA ATHLETIC STADIUM.

Photographs have reached us too late for inclusion in to-day's pictorial supplement showing Dr. Otto Peltzer, the famous German Olympic runner, running and discus-throwing in an exhibition which he gave at the China Athletic Stadium at North Point.

These will be printed next week.

BANK CLERK IN TROUBLE.

FORGERY & EMBEZZLEMENT CHARGES.

Pedro Nolasco, a clerk of the Netherlands Bank, was charged before Mr. A. W. G. H. Grantham at the Central Magistracy this morning, with the alleged forgery of a document involving \$136, and, further, with the alleged embezzlement of \$100, the monies of the Netherlands Bank.

Sergeant Kirby prosecuted, and a formal remand of one week was ordered.

FINANCIAL TROUBLE IN TURKEY.

WOMEN URGED TO DO AWAY WITH FINERY.

Constantinople, Dec. 13.
A recommendation that the Turkish woman shall wear only home-made materials and adorn herself with the mountain flowers of Anatolia, was made in the National Assembly at Angora by Ismet Pasha, the Premier.

He exhorted the nation to back up the Cabinet's efforts to promote national economy with a view to helping to revitalize Turkish currency, which recently has considerably depreciated.

The Premier emphasised that his commendation did not involve a boycott of foreign goods.

He added that the first duty of the forthcoming State Bank would be to assist in the stabilisation of Turkish currency on a gold basis. The Assembly unanimously passed a vote of confidence in the policies of the Prime Minister.—Reuter.

NELSON RELIC SAVED.

THE ADMIRAL'S MOST PRIZED DECORATION.

The appeal made to prevent the Chelengk—the most prized of Nelson's decorations—from leaving the country has met with success through the patriotism of Lady Barclay.

It is announced that the day after the National Art Collection Fund asked for help towards acquiring the relic there was a generous response from many people, but Lady Barclay came forward and offered to buy the relic and present it to the Society in memory of her husband, the late Sir Colville Barclay, British Ambassador to Portugal. The Chelengk will in due course be placed with the other Nelson relics in the Painted Hall at Greenwich, and will eventually find its place in the National Nautical Museum.

The Chelengk is of particular interest, as it is the highest mark of Mohammedan chivalry. The only time it has been presented outside Islam was when the Sultan gave it to Lord Nelson as the victor of the Nile.

GOVERNMENT CLERKS.

EXAMINATION FOR PROBATIONERS.

A qualifying examination for appointments of Probationer Clerks in Government Service will be held in Queen's College Hall on Monday, 6th January, at 9 a.m., when all candidates will be examined in English dictation, and on Thursday, 9th January, when only those who have passed in dictation will be examined in arithmetic, composition, general knowledge, translation from English to Chinese and from Chinese to English.

Intending candidates must forward to the Assistant Colonial Secretary on or before Monday, 30th December, a copy of a certificate as to character and education from the Headmaster of their last school together with one unmounted photograph on the back of which should be written their name, address and date of birth.

RECENT AFFAIR IN VATICAN CITY.

SWEDISH WOMAN FOUND TO BE INSANE.

Vatican City, Dec. 13.
The Swedish woman, who was arrested in St. Peter's when apparently attempting to shoot Monsignor Smit, has been found to be mentally infirm.

An order for her repatriation to Sweden has been made.—Reuter.

EXTENDED EXPORT CREDITS.

BUT OUT OF THE HANDS OF GOVERNMENT.

COMMITTEE'S SCHEME.

London, Dec. 13.
An extension of the export credits guarantee scheme for a period of five years, namely, until September 8th, 1934, is recommended by Sir Otto Niemeyer, Colonel Sidney Peel and Sir William Plender, who were appointed as a Committee to consider generally the administration of the scheme.

Sir Otto Niemeyer was, until recently, Controller of Finance at the Treasury, Colonel Peel was formerly Financial Adviser to the Foreign Office, and Sir William Plender is an eminent accountant.

The Committee, however, advocate that the extension of the scheme shall be on ordinary commercial lines, without the trammels or the shelter which Government Administrative action may afford, and they suggest that, with this object, an Executive Committee of three business men be appointed immediately to have powers analogous to those of a Board of Directors, including the choice of the appointment and the remuneration of their staff.

Hitherto, the development of the export credits scheme has been due to the Department of Overseas Trade which saw the advantages of the long credits extended by foreign competing countries.

The scheme, briefly, is that on payment of a very low premium, British exporters can insure against the risk of bad debts in the export trade, up to seventy-five per cent. of the transaction or group of transactions.

The Overseas Trade Department at present gives cover up to this percentage, fixed, in each case, on the whole of the exporter's business done in any particular country.—British Wireless.

NANKING TENSION RELAXED.

(Continued from Page 1.)

the Kinshan railway, the latter attack being backed by a main expeditionary force of four divisions.

Meanwhile, skirmishes are taking place at different points along the Lunghai and Kinshan railways.

General Ho Chien's Chief of Staff, General Liu Chin-lao, has arrived at Wuhan, indicating that Hunan intends to support the Government cause.—Reuter.

No Naval Addition.

London, Dec. 13.
The Admiralty states that no cruisers or destroyers have been ordered to China from Malta, or even ordered to be ready to proceed to China.

Inquiry has only been made of the Commander-in-Chief of the Mediterranean what vessels he can suggest should be sent in the possible event of the situation in China calling for reinforcement of the China Fleet.—Reuter.

GOLD FROM U.S.A.

BIG SHIPMENT GOES TO ENGLAND.

New York, Dec. 13.
It is learned that eleven million dollars' worth of gold bars was shipped to London in the N.D.L. liner Bremen last Saturday. The consignment was addressed to the Midland Bank, and marked the resumption of the movement of gold to England for the first time since the outflow, approximately \$500,000,000 gold, during 1927 and 1928 which ended early this summer. It is reported that the Midland Bank is arranging another shipment of \$7,000,000 gold.

These shipments bring the total loss of gold this month to about \$29,300,000.—Reuter's American Service.

BRITISH ATTEMPT ON FLYING RECORD.

NON-STOP TO CAPE TOWN TO-MORROW.

London, Dec. 13.
Weather permitting, the big Fairey monoplane (equipped with Napier engine) will leave Cranwell aerodrome, Lincolnshire, to-morrow morning in an attempt to fly 6,000 miles without a stop to Capetown.

Squadron-Leader Jones Williams will pilot the machine and Flight-Lieutenant Jenkins will act as relief pilot and navigator.—British Wireless.

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